

ANKER VANISHES WITH \$1,500,000; REWARD OFFERED

Missing Chicago Man May Have Big Lead Over His Pursuers.

(Continued from Page 1)
Adam been hit by a bank cash as that of the Michigan Avenue. Although the bank was a comparatively small one, depending largely on the patronage of automobile row, in which it was located, purging was connected with some of the leading industries of Chicago, and also was connected with several of the leading families, being a member of George M. Reynolds, president of the Continental and Commercial National Bank. Spurgin has been in financial difficulties for several months. His friends said tonight. Authorities feared for Spurgin's life, unless he is taken into custody soon. Some of Chicago's leading underworld characters carried large deposits in the bank, one gunman and gambler lost \$10,000 in the wash. Officials feared if Spurgin was not apprehended, one of the gunmen who lost money in the bank might try and kill him.

Damages Asked for Death of Husband

SAN FRANCISCO, July 23.—In order that she might agree to a compromise for damages resulting from the death of her husband, Mrs. Jerome Krigbaum today petitioned the Superior Court to be made the guardian of her 1-year-old son, Lowell Krigbaum, a civil engineer, was killed in an accident at Livermore on May 18, when he was returning from work. The family attorney, Charles W. Slack, advised Mrs. Krigbaum that she could collect damages under the State Compensation Act from her husband's employers, Mrs. Mary Ives Packer, J. W. Preston and Emory Winship. Mrs. Krigbaum desires a compromise with them for \$438,000, since there is the necessity for establishing guardianship over her son who would be legally entitled to some of the money.

Patriarch Degree to Be Given Big Class

ALAMEDA, July 23.—The patriarch degree will be conferred upon a large class of initiates by Sunset Campment, No. 29, I. O. O. F., July 25. The degree will be conferred by Officer Patriarch A. H. Weyand. The ceremony will take place in I. O. O. F. hall, Park street and Santa Clara avenue.

Hoover Calls In Captains Of Industry for Parley

(Continued from Page 1)

try stands at the present time in the United States. The mutual exchange, through the consideration of information relative to the production, distribution and marketing of America's basic commodities and manufactures, of ideas so that intelligent steps may be taken with the least possible delay toward speeding up industrial activity. The helpful and whole-hearted action by the government in increasing American commerce abroad, ashore and abroad. Secretary Hoover has an idea that the government can do much through his department toward helping business to a firm end. Business men of the country are to be shown how it can be done. He has some definite ideas of his own about it and some ideas that are not so definite. He expects to devote the full day to the meeting outlining what he has in mind, revolutionizing the function of the census bureau by calling on it for help. He wants the census bureau to furnish live statistics, if possible, instead of figures from one to two years old, instead of the static nature of American commodities. AID TO EXPORTERS. This is something the census bureau has never done before. If both interests represented at next Friday's meeting feel that such information will be of value and assistance to them, and Hoover believes it will—there is possibility that the census will be speeded up, that statistics will be gathered as often as once a month in certain lines and that the results will be available in the shortest time necessary for tabulation and compilation. Another thing Secretary Hoover has in mind is special encouragement and aid to American exporters. He believes that America's prosperity lies largely in extension of her foreign trade. In order that the greatest government assistance possible may be extended in that direction he has in mind the formation of ten or twelve sub-sections of the bureau of foreign and domestic commerce, each sub-section being devoted to a particular line of industry and under the direction of a skilled leader, familiar with the industry he is serving. It will be that leader's duty to study the needs of his industry and help it in every legitimate way to extend its activities, especially abroad. ADVANTAGE MEN. Hoover is looking for \$50,000 a year men if he can find them who can come down to Washington, devote a year or two of their time to unifying the tangled, do a good job and then go home. It will entail a tremendous personal sacrifice on the men heading these business sub-sections if they are of the high caliber commerce, each sub-section being devoted to a particular line of industry and under the direction of a skilled leader, familiar with the industry he is serving. It will be that leader's duty to study the needs of his industry and help it in every legitimate way to extend its activities, especially abroad. All of the foregoing, of course, is tentative and its adoption, rejection or modification depends largely upon Friday's meeting. At that meeting perhaps the fourth of the nation's industrial business will be represented. The National Organization of Manufacturers, comprising thousands of the manufacturing interests of the country, heads the list. Other producing organizations which have been invited to attend are: The Manufacturing Chemists' Association, representing the chemical industry of the country; the National Miners' Association, representing three-fourths of all the soft coal mined in the United States; the National A. A. C., representing nearly all the motor car manufacturers; the Fertilizer Association; the National Lime Association; the National Petroleum Association; the National Lumber Association; the American Iron and Steel Institute, representing virtually all the iron and steel producers of the country; the Millers' National Federation; the National Association of Glass Manufacturers; the National Association of Underwriting, and others.

MIDDLEMEN, RETAILERS, Hoover Also Wants to Hear from

Under the law passed in March, 1919, a census of manufacturers is to be taken every two years during the next decade, instead of every five years as heretofore. Much of the discussion will be devoted to the methods to be followed in the next manufacturing census, beginning January 1, 1922. Hoover wants to make it as helpful as possible and to speed it as much as can be done. In addition, he has in mind the gathering of current statistics as to the production of coal, iron and steel, lumber, cement, petroleum and other basic commodities. How can it be done? And having been accomplished speedily, in what form will the information be of greatest benefit to American industry? And then, can further help to industry be given?

Richmond Gun Club Holds Shoot Today

RICHMOND, July 23.—The regular monthly shoot of the Richmond Gun Club will be held on their premises in this city tomorrow morning at 10 o'clock. There will be several interesting events, including a high score for the day contest, a "misling and out" shoot and a team shoot. Valuable prizes are offered, among them being one hundred hand-loaded shotgun shells so much desired by shooters. Visitors and spectators are invited. C. E. Clark is president and Lou H. Schroeder is vice-president.

GIRL WILL GO TO TRIAL ON CHARGE OF KILLING BABE PRIVILEGES OF LIBRARY WORKERS TO BE ENLARGED

Formidable List of Attorneys Retained to Fight Case in South. Employees To Be Permitted To Discuss Matters With Trustees.

(Continued from Page 1)
where she was employed as a cook. April 19—Erie alleged to have confessed. April 28—Erie arraigned for examination, carried from courtroom fainting from sickness and humiliation. Mrs. Angela C. Kaufman offered to post \$50,000 bail and take the 17-year-old girl to a hospital. The offer was refused. May 31—W. Elmer McComb, banker and chairman of Lebanon, Mo., named by Erie as the father of her child. June 2—McComb wired he could not come west because of illness. July 5—Mrs. Kaufman and counsel left Los Angeles for Lebanon to secure evidence in the girl's defense. July 20—Erie, Mrs. Kaufman and counsel reunited in Los Angeles on eve of girl's trial for murder. Action on a resolution giving members of the staff of the Oakland Free Library the right to discuss matters of library policy with members of the board of trustees is scheduled for the regular meeting Tuesday evening. The resolution is one amending the rules of the library organization which was introduced by Mrs. Coral S. Quayle a fortnight ago. Under the present system, Mrs. Quayle says members of the library staff are supposed to discuss matters of library policy only with the executives of the department in which they are employed. "For this reason when I visit a branch library in accordance with my duties as trustee, I find the librarian in charge reluctant to discuss with me matters affecting the improvement of the library service for fear her conversation will be construed as a violation of the rule that requires that all library matters must be taken up only with library executives," Mrs. Quayle said yesterday in discussing the resolution. "I think the trend of the times is toward giving the members of the staff of any institution a larger share in the discussion which leads to the formulation of its policies. At the meeting at which the resolution was proposed it was supported by Trustees Dr. E. P. Card and D. W. La Portine so that its passage is assured. It was opposed by Mrs. E. B. DeRome.

Landlord Nails Man In House After Rout

SACRAMENTO, July 23.—When Samuel Shooks, landlord, and William Jackson, tenant, had a dispute over rental of a house in North Sacramento, Shooks nailed the front and rear doors of the house so Jackson could not get out, and then came to Sacramento to swear to a peace disturbance charge. Jackson was arrested.

Shop at Upright's for your new Fall Coat

—They come by every train—coats of distinction, coats that will please you, Madam. Many sent post haste from New York by Mr. Upright. Low-priced at \$29.50 up to \$145.

Girls' Fall Coats \$7.50 UP

—Upright's Annex specializes in smart, becoming new winter coats for girls to 14 years—\$7.50 up to \$19.50.

UPRIGHT'S MARY MONT UPRIGHT

"YOU CAN DO BETTER AT THE ASHBY"

The ASHBY FURNITURE CO.
Cor Adeline & Alcatraz Ave. Berkeley Cal.

We Save OR Rent You Save OR Price

We own our New Home and offer better average values. Home furnishings every day in the year because of our low operating expense.

A Big Home Furnishing Store
Located Out of the High Rent District

SPECIAL PRICES ON WICKER FURNITURE

Breakfast Room Set \$34.75
Wicker Dining Set \$90.00 For the set

1—42-inch Wicker Table
4—Wicker Breakfast Chairs
1—6-foot Pedestal Extension Table, oak top
4—Wicker Dining Chairs

\$16.50 Fernery \$10.75
\$19.50 Writing Desk \$14.75
\$10.50 Arm Chair \$7.75
\$18.50 Breakfast Table \$13.75
\$7.50 Breakfast Chair \$5.25
\$6.50 Wicker Stool \$5.00

\$47.50 Wicker Day Bed \$32.50
\$33.50 Chaise Lounge \$26.50
\$12.50 Library Table \$9.50
\$7.50 Wicker End Table \$5.50
\$37.50 Wicker Couch \$27.50
\$8.50 Round Table \$6.50

These Goods Are All Closely Woven of White Bleached Reed. You Must See Them to Fully Appreciate the Wonderful Values Offered.

Pied. 321 Service—Values—Satisfaction TAKE GROVE CAR

UPRIGHT'S

UPRIGHT'S MARY MONT UPRIGHT

Polytechnic College of Engineering

13th and Madison Streets, Oakland, Calif.
Incorporated (Capital \$100,000)

Grants degrees to graduates in full courses in Civil, Electrical, Mechanical and Mining Engineering and Architectural Engineering. Also maintains special courses in Automotive Engineering and Machine Shop Practice.

Intensified---Thorough---Practical

This college offers to young men opportunities of specializing in the Engineering Sciences by enrolling the non-engineering subjects and concentrating upon the subjects required in actual engineering practice.

Well Equipped Laboratories in Hydraulics, Electricity, Direct and Alternating Current, Thermodynamics, Chemistry, Assaying, Steam, etc. Also Field Instruments for Surveying, Topographical Drawing, etc.

Students get actual practice along the most practical lines, with experienced men and educators of highest standing.

Under this plan a young man may secure a complete and practical course in the shortest possible time consistent with sound training and thorough work.

The college owns and occupies its own buildings and is generally conceded to be one of the best equipped schools of its kind in the United States. Many graduates of this college are holding responsible positions as engineers throughout the west.

No Entrance Examination required. We arrange special preparatory courses for those who are not sufficiently advanced to enter the regular courses. Much individual instruction is required and given to those who have not had the benefit of a full High School course.

College in Session the Entire Year—Write for Catalog

W. E. GIBSON, President H. C. INGRAM, Vice-President

Clean Sweep Sale

ALL BROKEN LINES ALL ODD SIZES WILL GO PRICES SLASHED FOR CLEAN SWEEP

Silks reduced!

40-INCH SPORT SATIN, \$1.95 YD.
Here's what you want for handsome skirts and for new jumper dresses; elegant sport satin; full 40 inches wide; richest shades; block patterns, irregular plaids and such smart designs; plenty of white; black, gold, tan, navy, seal, orange, gray, old rose, shrimp, turquoise, etc. Extra value. \$1.95

40-IN. IVORY WHITE "BARONESS" SATIN, \$2.25 YD.
Highly lustrous and very durable. Beautiful for sport skirts. Clean sweep at yard. \$2.25

YARD WIDE SILKS AND SATINS \$1.50 YD.
Yes, chiffon taffeta and dress satin; all yard wide; fine assortment of fashionable colors; silks of exceptional worth. While they last, yard \$1.50

FOUR BIG BLACK SILK "SPECIALS"
Yard-wide black chiffon taffeta—excellent "body" and weave. Special, yard 98¢
Yard-wide black satin Duchess; highly surfaced; rich appearance. Sale, yard \$1.50
Yard-wide extra quality black chiffon taffeta; unsurpassed for a yard. \$1.69
40-inch black charmeuse satin; elegant for gowns, etc. Very special, yard \$1.95

Other 'specials' for home dressmakers

FILET LACE in imitation of real lace patterns; edges and bands; 2 to 8-inch widths; very effective. "Clean Sweep" at yard 7c

EMBROIDERY edges; attractive patterns on good, heavy cambric; 8-inch width; just 200 yards at the "Clean Sweep" price. Yard \$8c

SEW-IN SHIELDS of serviceable quality; pink or white; sizes 2, 3, 4 and 5. Buy these now at the "Clean Sweep" price of 25c each

BABY RIBBON in navy blue only; comes in ten yard bolts; especially fashionable as dress trimming. Just 100 bolts. Each 7c

Curtains and curtaining radically reduced

Cretonne; excellent patterns for curtains, etc. Just 480 yards. Special, yard 17c

Madras; dainty lace curtain designs. For "Clean Sweep" 500 yards at pre-war price, yard 39c

Filet net; yard wide; double thread; patterns exceedingly choice. 1000 yards. Special, yard 32c

500 PAIRS OF CURTAINS, YOUR CHOICE, \$1.95 PAIR

"Clean Sweep" of filet net, marquisette, Nottingham and serim curtains; all choice patterns and borderings; all sold higher when assortment was complete. \$1.95

Voile with drawn bordering; fine quality; white, cream, ecru. Just 675 yards. Special, yard 25c

Marquisette printed with attractive designs; drawn borders. Over 250 yards. Special, yard 34c

Filet net; 42-inch width; superior grade; 25 patterns; 110 yards reduced to the yard 69c

Upright's, Fourth Floor

Wash goods very "special"

GINGHAM; splendid assortment; 27-inch width; washes and wears well. Yard 19c

GINGHAM; high quality; handsome dress patterns; 27-inch width. Now, yard 25c

ORANGE; 40-inch width; wanted colors; lustrous surface; washes well. Yard 35c

NAINSOOK; yard wide; for your daintiest undergarments. "Special," yard 20c

PERCALE; durable weave; light and medium color patterns. Value at, 19c

ORGANDY (imported); Swiss; lovely for dresses, extra special, yard 95c

LINGERIE; MULL; white; black; colors; splendid grade; a fine buy. Yard 45c

Upright's, Downstairs Salesroom

Decided savings on men's shirts, etc.

MADRAS, PERCALE, REPP AND PERCALE SHIRTS FOR A DOLLAR!

Yes, "Dollar shirts" again! Another special shipment. These are really excellent shirts for the money; neckband style; fast color stripes, etc. Choice. \$1.00

Shirts to wear to work; black sateen or blue chevrot; fast colors; double stitching; generously cut and well made. 85c

UNDERWEAR in broken lines; heavy weight Balbriggan; summer weight wool finish; Springtex ribbed, etc.; broken sizes. For "Clean Sweep," the garment 95c

Upright's, Washington St. Entrance

"Domestics" priced very low

SHEETS; 81x90; heavily welded seam; snow white bleach. 95c

Great for 72x90 S.H.P.; seamless; famous "Golden Dawn" quality; white; heavy. \$1.29

PILLOW CASES; 42x36; bleached; excellent grade material. 25c

BIG value SHEETS; "nine quarter" (full double bed width); bleached. 45c

Now, yard 45c

CAMP BLANKETS; heavy gray wool mixed; dark color; full double bed size; splendid weight for camping purposes; will stand hard wear. Now only \$3.85

SHEETS; 81x90; "Golden Dawn"; torn to size and hemmed. \$1.35

MUSLIN; unbleached; full yard wide; durable. For "Clean Sweep," 10c

Upright's, Downstairs

TOWELS; red bordered Huck; 17x34 size; serviceable grade; perfect. Each 12 1/2c

TURKISH TOWELS; handy for face or bath; soft; good weight. 17c

TABLE DAMASK; strongly woven cotton with the fine finish of linen and the durability of cotton. Mercerized; fully bleached; heavy. Great for yard 75c

BATH TOWELS; extra large; absorbent; unexcelled for family use. Each 25c

Clean-up of women's wear

ALSO NUMEROUS "CLEAN SWEEPS" IN CHILDREN'S CLOTHES

36 silk crepe dresses for women; copies of expensive models. "Clean Sweep," each \$20

22 velvet sport coats for women; blue and red; elegant; full fancy lining. Choice \$10

48 navy blue suits for women; smartly styled; tricotine and serge. Reduced to \$15

200 silk sweaters for women; special purchase; look like pure silk; yet only \$4.95

Best makes of corsets in sizes to 35; some front lace; greatly reduced to \$2.85

House dress aprons; out of the ordinary styles in gingham. "Clean Sweep" at \$1.39

Georgie costume blouse; elaborate creations; brand new. Simply lovely for \$2.95

Women's knit underwear; low neck, sleeveless; tight knee. Sizes 34 and 38, at \$3.50

Women's vests; bodice or regulation tops; spring needle weave. "Clean Sweep" .50c

Knit bloomers; women's and children's; pink or white; elastic finish. Choice .17c

Stockings; women's black cotton; broken lines; children's socks and stockings. Pr. 19c

Women's stockings; broken lines; fine, fibro silk, drop stitch; black, blue, pair. \$2.95

22 children's coats; sizes to 15 years; heat materials. Less than 1/2 price at \$3.05

20 dresses; 3 to 14 years; organdy, voile, pique. Because of mull reduced to \$3.65

Hats away below 1/2 price

TRIMMED Summer millinery for women; some transparent; also bandied. "Clean Sweep" \$3.50

OUR FINEST Summer dress hats for women have all been reduced less than half. Choice \$5.00

Second Floor

UPRIGHT'S FORMERLY MARY MONT UPRIGHT

13th and Washington We give 24 Green Stamps

BRITAIN ALREADY DISARMING, SAYS LONDON EDITOR

Naval Appropriations Below
Peace Footing, Claims Lord
Northcliffe.

NEW YORK, July 23.—Britain already is disarming, without waiting for the Washington conference, Viscount Northcliffe, London editor, declared upon his arrival here today on the Aquitania.

Northcliffe said he believed the proposed disarmament parley to be of the utmost importance to the peace of the world.

"But we already are disarming," he added. "Many of our warships are idle. Out of Southampton there is a long row of them rotting. We are spending such a small sum on the navy these ships cannot be kept up. Our navy personnel is now 10,000 below the peace establishment of 1914. There are but 250,000 British soldiers throughout the world and this includes territorials and all branches of the service."

Northcliffe said he believed the disarmament parley to be of the utmost importance to the peace of the world.

"I think it's going very well. Of course, a quarrel that has lasted 70 years won't be settled in seven days. There probably will be some more factional fights. There always have been."

Northcliffe said he believed the disarmament parley to be of the utmost importance to the peace of the world.

PAINLESS X-RAY DENTISTRY



In diagnosing all teeth and gum troubles we use the X-Ray Radiograph in every case. It is the only reliable and scientific method of ascertaining the exact condition of your mouth.

By X-Ray pictures we can tell at a glance what defects of your teeth need attention, avoiding diseased and abscessed conditions of the mouth, which often lead to more serious diseases.

Examination
and
Estimate
FREE

Analgesia for Painless Extractions.

By this modern method we assure you that every operation will be absolutely without pain. Dental nurse always in attendance.

Dr. P.C. Anderson
System of Dependable Dentistry
OFFICES: 1225 BROADWAY

Chinese Wife's Occidental Schooling Lacks Alimony Course Only, Court Holds

SAN FRANCISCO, July 23.—Wong Tong, 65-year-old cook of Alameda, brought a wife all the way from China on May 10, 1913, and wedded her here only to have her fall into the ways of the Occident and desert him, he told Superior Judge George Cabanis today.

Wong was given a divorce decree from Lou Shee, but the court was rather anxious to discover the cause of the trouble, and he asked the Chinese what was wrong.

"I don't know," responded Wong. "Everything went wrong. I am a good officer and a good cook but my wife don't like me. She left me July 10."

Judge Cabanis learned further that Lou Shee was still in San Francisco and that Wong saw her every day.

"She must have become inoculated with the same germ that affects so many of our Caucasians," said the court. "Anyway you are lucky about one thing, she is not asking for any alimony."

Spouse Who Eloped With Wife's Car, Parrot Is Seen

The runaway tobacco-chewing husband, the coughing flivver, the voluble parrot and the unidentified vamp, trailed by a deserted wife from West Virginia to Crookston, Minn., on their way to Canada, seem to have gone a considerable distance out of their way. Word came from Crookston Thursday that Mrs. William Hawes had trailed her husband that far and that, following party with Lloyd George had been under discussion since last November. He said the plan was not gone through with, however, until de Valera convinced the British that he could enforce a truce if one were to be declared. The Irish settlement, he added, is being drawn along lines as suggested in the Northcliffe newspapers a year ago.

him on foot, she intended to trail him all the way to Winnipeg, Canada, for which place she believed he was bound with the community property and his new found affinity.

Today the trail appears to have been taken up by an Oakland reader of the TRIBUNE, interested in Mrs. Hawes' desire to reclaim her flivver, her parrot and her husband before they reach the Canadian border. The following self-explanatory letter was received today from "H. B. N. C." of this city:

"In your paper, under date of July 22, I note that you print an item which concerns a woman who has lost her husband, machine and parrot. A party to answer your description was seen to pass the auditorium and thence traveling east on East Twelfth street. Said Chinese was in fairly good condition. The gentleman was driving at the time the writer happened to see them, while the woman was sitting in the left forward seat. Then, too, the bird itself was perched on said party's shoulder.

"Trusting this information may help some unfortunate woman to recover her beloved bird, which, in my estimation, is worth a D— site more than either party traveling in said car.

"Yours till the parrot squeals," "H. B. N. C."

Local authorities are investigating to see if there was any tobacco juice scattered along the route taken by the alleged runaway auto.

Tablet Taken by Mistake Cause Death

SAN FRANCISCO, July 23.—A chloride of mercury tablet taken by mistake for a headache lozenge on July 13 had a fatal result today, when Timothy T. Powers, a barber of 138 Herman street, died at Fairmont hospital, Powers, suffering from a severe headache while at work in his shop at 405 Ellis street, took the tablet and immediately discovered his error. He hurried to the Central Emergency hospital where an antidote was administered and the stomach pump used. After removed to the hospital, the poison had worked into his system and he died this afternoon. He was 53 years old and a widow survives him.

GALL STONES

Dr. E. E. Paddock, a physician of Kansas City, Mo., is giving away free an illustrated book that tells how hundreds of people have obtained wonderful results from a simple home method of treatment in cases of inflammation and catarrh of the Gall Bladder and Bile Ducts associated with Gallstones. Just send name to Dr. E. E. Paddock, Box OC 201, Kansas City, Mo.

CONTEMPT MAY BE CHARGED TO BERGDOLL KIN

Hurling of Short and Ugly
Word At Congressman Stirs
Official Anger.

WASHINGTON, July 23.—Charles A. Braun, brother of Grever Cleveland Bergdoll, may be brought before the bar of the House for contempt, for hurling the short and ugly word at Congressman Johnson of Kentucky. Violence was narrowly averted at the House (Bergdoll) investigating committee hearing when Johnson made a rush for Braun, Representative and Johnson's wife struggled with the congressman and prevented an attack.

As the result of a series of cross-questions and accusations he was not telling the truth the witness (Braun) finally shouted at the congressman: "You're a liar!"

Johnson, standing about six feet away, started toward Braun in an instant.

CROWD IS EXCITED.

The room was crowded with spectators, including many women. There was a wild rush for the door. Representative Peters, Maine, and Representative Lohr, Indiana, grabbed Johnson. His wife rushed in front of him, pleading:

"Don't! Don't! Don't!"

Major Campbell, charged by Mrs. Bergdoll with accepting a \$5000 bribe, and another officer, rushed and added congressmen in restraining Johnson.

"I can't stand it," Johnson said, as he was held.

After Johnson started toward him, Braun sat coolly and calmly in his chair.

The sergeant-at-arms ordered a policeman to take Braun out of the capitol. Braun then was taken to the sergeant-at-arms' office and shortly afterwards was told to return to Philadelphia as soon as possible.

Johnson may try to have Braun brought before the bar of the House for contempt, it was said.

CAUSE OF DISPUTE.

The dispute between Johnson and Braun arose out of the latter's failure to tell the congressman just how his wife and children, now vacationing in Pennsylvania, could be reached before he could communicate with him. Johnson had been cross-examining the witness for about an hour, and previously there were rather heated clashes.

Braun was brought here at the request of Major Campbell, as a witness in the committee's efforts to establish whether or not the officer accepted a \$5000 bribe from Mrs. Bergdoll. He recently changed his name in court, in hope of escaping the odium that has come to the Bergdoll name and had testified he severed relations with the rest of the family, during the draft dodging escapades of Grever and his brother Erwin.

He testified that his mother had never told him of paying \$5000 to Grever for Major Campbell.

Dr. Radin to Talk On Advertising Morals

Dr. Max Radin, lecturer and publicist, will address the Oakland Advertising Club at its Tuesday luncheon on "The Morals and Morality of Advertising." The program will be one of a series, conducted by the entertainment committee of the Ad Club, for its members.

Dr. Radin, who at present is professor of law at the University of California, in addition to a number of books and articles on the law and legal subjects, has written on many other matters, ranging from Latin plays to the philosophy of baseball, and is considered fully qualified to handle his allotted subject from many angles.

Oakland Banker Accepts Position In Jugo-Slavia



D. F. Andricevich, Oakland banker and member of Slav Colony, who has accepted position with Adriatic Bank of Jugo-Slavia.

D. F. Andricevich Expects to Promote Trade With United States

D. F. Andricevich, who is leaving the Central National Bank and Oakland to take up duties in the Adriatic Bank in Jugo-Slavia, will leave this evening on the first stage of his long trip to his new position. Andricevich and John Timpich, prominent member of the local Slav colony, were guests of honor at a banquet given by the Slav American Alliance at the Avenue Cafe Friday evening.

Andricevich was selected for his position by Dr. Kamenarovich, general manager of the Adriatic Bank, who has purchased a New York banking institution and established connections also in South America. The Oakland man will be in close touch with many American banking institutions, and believes that he will be able to aid in the introduction of American goods in Jugo-Slavia. Incidentally Andricevich will be the means of bringing to the American stage the celebrated Slav violinist, Zlatko Balazovich of Zagreb.

Marriage Licenses

Armand Schluch, 22, San Francisco, Vera Krantz, 27, Berkeley.
George F. Whitestone, 20, Maude L. Walker, 17, Berkeley.
Tom T. Henderson, 24, Martha Irene Morgan, 20, Alameda.
Walter E. Rodger, 28, Laura Goulet, 25, Oakland.
Roy E. Braxton, 22, Alice M. Boardman, 31, Oakland.
Charles T. Barnard, 59, Oakland, Jean Brown, 42, Berkeley.
Joseph Perry, 25, Alice Rose Sosa, Berkeley.
Harry O. Nelson, 22, Elythe E. Driskell, 20, Alameda.
Anselm Rodger, 16, Hayward, Mary Silvera, 43, Oakland.
Harry Turner, 24, Ruby LaPointe, 21, Oakland.
Alfred C. Thompson, 25, Grace D. Doyle, 19, San Jose.

Divorces, Suits Filed

Fred E. vs. Rose M. Ford, dissolution.
Anna L. vs. Herman C. Rumschick, dissolution.
Oscar vs. Ruth Anderson, dissolution.
Albert J. vs. Kitty E. Seifer, dissolution.

DIED

PRAGA—In Berkeley, July 21, 1921, Maria Gloria Praga, dearly beloved wife of Joseph Praga, devoted mother of Ouzel Sims and Tony Praga, a member of Council No. 78, A. O. U. W., native of Austria, aged 65 years 2 months and 12 days. Friends and acquaintances are respectfully invited to attend the funeral Monday, July 25, 1921, at 3 a. m. from her late residence, 2407 Tenth street, West Berkeley, thence to St. Joseph's church, where a requiem high mass will be celebrated for the repose of her soul, commencing at 9:30 o'clock. Interment, St. Mary's cemetery.

HYDE—in this city, July 22, 1921, John W. Hyde, beloved husband of the late Ellen E. Hyde and father of Mrs. Fred H. Ames, a native of Ohio, aged 82 years.

Chillicothe, Missouri, please copy. A member of Asylum of Pacific Commandery No. 22, K. T. of Chillicothe, Mo.
Ward, July 14, a son.

Friends are invited to attend the services Monday, July 25, 1921, at 2 o'clock, p. m., at the residence chapel of the Trans-Pacific Undertaking Company, Telegraph avenue at Thirtieth street. Interment in the family plot, Mountain View cemetery.

LEVINE—in this city, July 22, 1921, Elsie H. Levine, daughter of Isaac and Frances Levine, a native of San Leandro, aged 3 years, 8 months and 15 days.

Friends are invited to attend the funeral services Monday, July 25, at 10 o'clock, p. m., at the chapel of the California crematorium, 4195 Piedmont avenue.

Elsie is at the residence chapel of the Trans-Pacific Undertaking Company, Telegraph avenue at Thirtieth street.

SCHENCK—At her home in Princeton, Calif., July 17, 1921, Aida C. (Bessie) Schenck, beloved wife of Harry A. Schenck, mother of Helen Louise Schenck, daughter of Mr. and Mrs. Joseph Jacobson and sister of Mrs. Grace Schenck. Friends are invited to attend the funeral services Monday, July 25, at 10 o'clock, p. m., at the chapel of the California crematorium, 4195 Piedmont avenue. Interment took place at Colma, Calif., Wednesday, July 20, 1921.

Bessie J. Wood
(Mrs. Arthur E. Gossamer)
Widow Under 60
Permanently Located at
1955 Telegraph Ave.

Engel & Meinert
FUNERAL DIRECTORS
214 Broadway
Cor. 27th St., Oakland, Calif.
Phone Oakland 943

THUG HOLDS UP MAN AND GIRL IN S. F. PARK

Victims Followed From Car
to Secluded Nook and
Robbed at Gun Point.

SAN FRANCISCO, July 23.—After dogging their footsteps until they reached a lonely section of Golden Gate park, a footpad this afternoon held up Ralph Nagle, prominent Elk, and a resident of the Elks Club, 5401 Powell street, and a young woman companion.

Nagle declined to give the name of the young woman. He was on his way to the stadium and with his companion had ridden on a Haight street car. They alighted at Thirtieth street and Lincoln way. The robber left the car at the same time and followed a few steps behind them as they walked into the park along a secluded path.

When they were in a particularly remote section, the thug leaped in front of them and pulled out a pistol. "I hate to do this, but I'm in tough circumstances," he said, as he compelled both Nagle and the young woman to hold up their hands.

Nagle was later asked on description. "I am satisfied that I arrested the right man," said McCarthy, "but if I were a juror and had to listen to the evidence that I have against him, I would vote for acquittal."

HUGE FIRE IN RARE.

NEW HAVEN, Conn., July 23.—Connecticut at last witnessed a fire, but it was a rare one. It was a fire of a half ton of dynamite and a quarter of an inch wide. The state entomologist declared the insect is one of the rarest known and cannot account for its appearance in this locality.

The thief then disappeared in the brush. Nagle promptly notified the Park police, who sent a detail to search for the man, armed with a minute description.

Mail Pouch Stolen

At Burbank Station

LOS ANGELES, July 23.—Robbers today stole a pouch of mail that was being taken to the Southern Pacific station at Burbank, according to a report made to the federal authorities here by Marshal Cole of Burbank. It was believed the pouch contained registered packages and that the thieves stole to get possession of them.

Danville Notes

DANVILLE, July 23.—Mr. and Mrs. Frank Marshall and daughter Ella May are enjoying an outing at Adams Springs.

Mr. and Mrs. Bruce Stone are visiting in the east.

Mr. and Mrs. J. E. Baldwin are spending their vacation at the Yosemite.

Edwin Olson of Oakland, who has been quite ill recently, is out for a little of Danville's exhilarating air.

"THE KINGDOM OF HUMAN HEARTS"

A psychological motion picture, to have its premiere at Danville, showing at the

Oakland Auditorium Theatre

Thursday evening, July 28th, continuous performance beginning 7:15 P. M.

Dr. Wilbert Laffay Cooper, the producer and author of "The Kingdom of Human Hearts," will deliver a free lecture on "The Psychology of the Human Heart" at the Auditorium Ballroom Monday evening, Aug. 1, 8 P. M.

Admission 25c, including war tax.

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POLICEMAN ASKS MAN BE FREED; LACKS EVIDENCE

SAN FRANCISCO, July 23.—Superior Judge Michael Roche today took occasion to compliment Patrolman T. M. McCarthy of the Irish street station, for recommending the dismissal of a man whom he had arrested because he lacked conclusive evidence to convict him.

"This is the first time in my remembrance that a police officer has recommended the dismissal of a prisoner and saved the county the expense of a trial when he knew he did not have a good case against him," said Judge Roche. "You are certainly to be complimented, officer McCarthy."

Carl Eisenhart was the defendant in question. He had been arrested by McCarthy on a charge of burglary because he had been loitering about a saloon at Fillmore and Superior streets where a crime had been committed. McCarthy had had a gun battle with the perpetrators but they had escaped and Eisenhart was later picked up on description.

"I am satisfied that I arrested the right man," said McCarthy, "but if I were a juror and had to listen to the evidence that I have against him, I would vote for acquittal."

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Mr. and Mrs. Bruce Stone are visiting in the east.

Mr. and Mrs. J. E. Baldwin are spending their vacation at the Yosemite.

CHIEF BIG HAWK,
SIOUX WARRIOR,
HERO IN PAREE

day, after meals for in-
crease. Then stop strength-
ening and see how much you have gained.
Your money will be refunded by the manufac-
turers if you do not obtain perfectly satisfactory
results. At all druggists.—Advertisement

THE WINGETT HOSPITAL
310 LEXINGTON STREET,
DALLAS, TEXAS.
For the treatment of chronic cases of
Rheumatism
and kindred diseases.
A new and effective treatment, adminis-
tered in the form of baths.
NO INTERNAL MEDICINES.
Write for complete details and list of
remitts obtained by this method.
We especially solicit cases where all
hospitals, and all other methods have
failed.

THE WINGETT HOSPITAL
314 SUMMIT STREET,
BAYLOR, CALIF.
For the treatment of chronic cases of
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hopeless, after all other methods have
failed.

GOVERNOR SMALL HURLS DEFIANCE AT 'BIG INTERESTS'

Indicted Illinois Executive
Declares He Has Kept His
Faith With People.

CHICAGO, July 23.—"Attorney-General Brundage and his whole gang of character assassins and character defamers know that I am innocent of every charge they make." Thus did Governor Small of Illinois, under grand jury indictment for alleged embezzlement of \$500,000 in state funds, reply to the charges in an address before thousands of persons at Riverview park here this afternoon.

"I believe the people of Illinois understand why Len Small was indicted," the governor said. "These interests (the wealthy corporations) discovered they could neither buy nor frighten me, and they have joined their tools in an attempt to disgrace and destroy me by having me indicted by the grand jury of Sangamon county, a county controlled by the most vicious political ring in the state of Illinois."

ACCUSES 'BIG INTERESTS.'
"The time has come in this republic of ours," continued the speaker, "it is to continue to be perpetuated as a republic when we must have honest state officials, representatives and senators who will faithfully serve the interests of the people and who cannot be bought or bribed or frightened by the big interests and blackmailers."

Governor Small outlined his attempts to pass the tax law, the traction bill and other bills for the people, which were defeated, he charged, by money interests.

SAYS HE KEPT FAITH.

"Perhaps never in the history of this state has such an aggregation of great interests combined to defeat the will of the people," he shouted. "I have kept the faith with the people. I have done everything in my power to serve the people."

"And, please, you again today that as long as I am your governor I shall serve the people to the best of my ability, regardless of persecutions and indictments, and I will serve you with every particle of strength and ability I possess."

The occasion of the governor's address was a picnic of supporters of the Thompson-Lundin political organization.

Musicians Present

Program for Blind

Miss Inez Pacheco, Miss Maria Pacheco and Miss Maria Mercado offered a delightful musical program at the Adult Home for the Blind, Thirty-sixth street and Telegraph avenue, Friday evening. They were assisted by Miss Jessymae Bush, violin; Charles Evans, violin, and Dr. W. P. Bush, cello.

Miss Inez Pacheco appeared in vocal and piano solos and duets. Miss Maria Pacheco and Miss Mercado are pianists. The following program was offered:

Honduran National Hymn.....E. Hartling

"The Tempest".....D. Zabalza

Inez Pacheco, piano; Carol Ely

Penses D' amour.....Carol Ely

Maria Mercado, piano; Charles

Evans, first violin; Jessy-

mae Bush, second violin; W.

P. Bush, cello.

Perpetuo Mobile.....Carl Bohm

Maria Mercado, piano; Jessy-

mae Bush, violin.

Cajun Anthem.....Kuhe

Maria Mercado, piano.

Vocal solo, "For You a Rose"

Inez Pacheco.

Cancon de la Hilaridad.....

Maria Pacheco, piano.

"Humoresque".....Balfour-Gardner

Maria Pacheco, piano; Jessy-

mae Bush, violin.

"Flower Song".....Lange

Charles Evans, first violin;

Jessymae Bush, second violin;

Maria Pacheco, piano.

"Procession".....Zapf

Charles Evans, violin; Inez

Pacheco, piano.

Souvenir of Trovatore.....Hoffman

Maria Mercado, piano.

Dance of the Demon.....Edw. Holst

Inez Pacheco, Maria Mercado.

Key Blas.....J. Leybach

Jessymae Bush, violin; W. P.

Bush, cello; Inez Pacheco,

piano.

Star-Spangled Banner.....F. S. Key

Chorus.

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Five Indicted On Charge of Murder

MARYSVILLE, July 23.—Two young women and three youths were indicted last night by the Yuba county grand jury for the murder of John D. Koplos, Marysville confec-

tioner, here on the morning of June 30. Those indicted were: Jack and May McGill, alias Gardner, of San Francisco; Walter Loveless, alias Taylor, of Marysville; Anita Taylor of Yuba City; and James Price, alias O. R. Ryan, of Sacramento and Oakland. Koplos, Marysville confec-

Flapper Duck Colony Found Near Maddock

MADDOCK, July 23.—Lee O'Neill, a Sutter Basin rancher, has found a large colony of flapper ducks, which were bred in this vicinity. The natural breeding places of wild ducks which annually come to this valley

are in Alaska and Canada. It is declared that crippled ducks have been unable to make their way back into the north and have remained here to bring forth their young.

Never put away pots and pans with their lids on, or they will retain the odor of the food last cooked in them.

Oakland Circle to Give Whist Party

Oakland Circle No. 285, Neighbors of Woodcraft, will hold its regular whist party tomorrow night in Athens hall. Agnes Reid, Alice Atherton and Alma Sibbett have the affair in charge.

MAN OF TASTE, BUT—

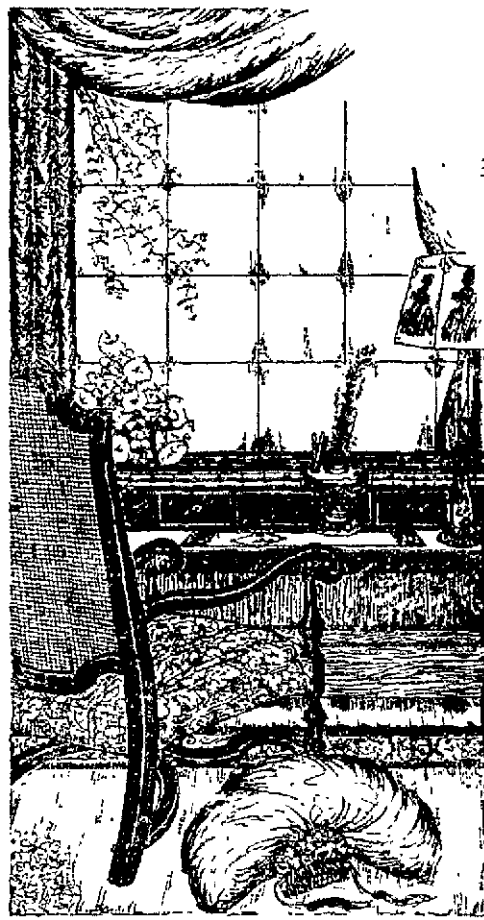
PORTLAND, Ind., July 23.—The penchant of Horace Jones for collecting locks of brunette hair has landed him behind the bars. Jones is a dental student, well dressed, and says he is particularly anxious when he sees a brunette, to get a lock of her hair, but he will take bribes if he cannot get others.

Norway Is Flooded With Smuggled Booze

COLUMA, July 23.—Sam Winji, who has just returned from a trip to his old home in Trondheim, Norway, says that Norway, under prohibition, is being flooded with whisky smuggled in from Germany.

Jackson's--one price Store

Featuring extra specials for July!



Interior Decorating

—A feature at Jackson's

Whether it's a single window hanging or the entire home—you have the service of experienced interior decorators.

Overstuffed pieces of furniture designed and built to your special order and covered to your particular liking.

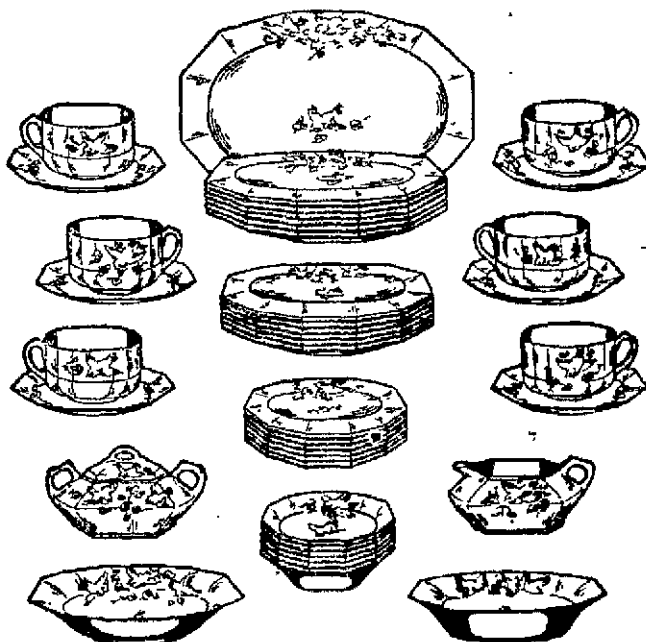
Jackson's usual easy payment plan applies to all special order work—the credit prices being exactly the same as those for all cash—and no interest whatever is charged on the deferred payments.

Telephone "Lakeside 7120"—Interior Decorating Department—and one of our decorators will call at your home, submit samples, make suggestions and give estimates.

Chinese Rugs

Choice designs and colorings—a large selection of sizes. Beautiful thick rugs, direct from the Orient, that will add to the furnishings of any room. Reasonably priced—usual Easy Terms.

Rug Section—top floor.



42-piece "Blue Bird" Set---

11.85

1.85 down
2.00 month

Bluebird pattern. Semi-porcelain, in white, with blue bands. Design and shape as illustrated. An excellent value.

Crockery Section—Basement

Aluminum Percolator---

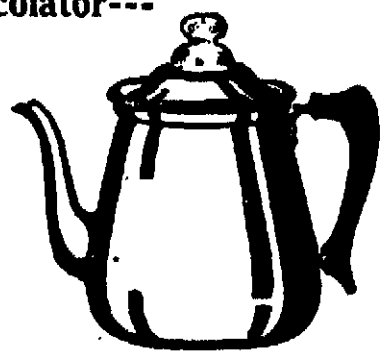
5.75

(special)

1.75 down
2.00 month

9 cups—special Monday and Tuesday. 25 to be sold. No telephone or C. O. D. orders.

Variety Store, basement



Gas Range (Special) 42.50

4.25 down—4.25 month

A moderate price Gas Range that will give good and satisfactory service. A splendid baker—it has 4 burners, with shelf over top; white drip pan. Oven will take a pan 15x18 inches. Oven is 12 inches high and has a white cushion panel door—as illustrated.



Ice cream freezer---

All metal—galvanized steel—geared construction. Long life and satisfactory service. 1-quart size—ice creams, frozen desserts and ices economically and quickly made.

1.29

(Special)

—while they last

144 to be sold
No telephone or C. O. D. orders

Variety Store, basement.

Water Heater

(Special)

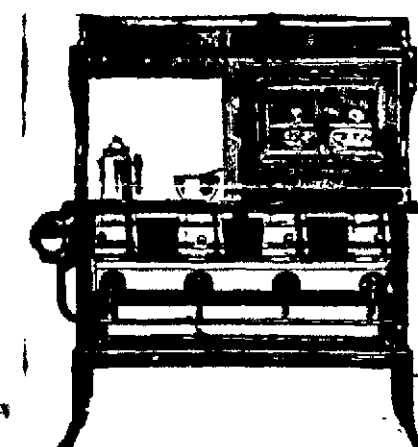
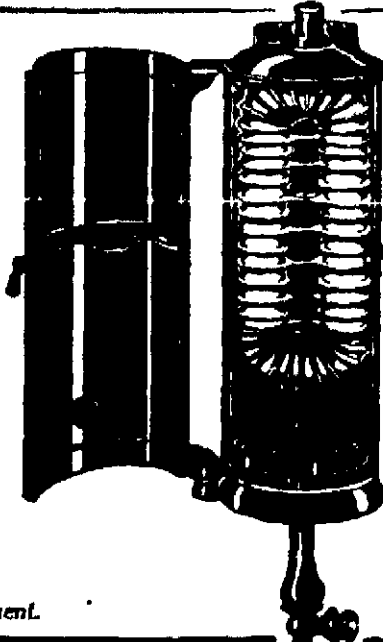
19.50

(set up complete)

2.00 down—2.00 month

An efficient, quick heater—as illustrated. Built for long service. The double-coil water compartment is contained in a cast-iron jacket, attractively designed and finished in baked aluminum. Specially designed "Universal" type burner—easily adjusted.

Variety Store, basement.



Oil cooking stoves---

Usual easy terms

A comfortable, cool kitchen even if you are out of the gas zone—and perfectly safe. Priced according to size—25.50 for a two-burner, up to 39.00 for a four-burner. Almost as quick as a gas range—clean, efficient and economical.

Variety Store, basement.

Fiber Trunk

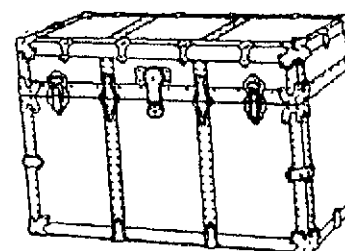
(special)

14.75

3.50 down
2.00 month

Three-piece veneer box covered with vulcanized fiber. A 32-inch size. Vulcanized fiber center bands and binding. Has two trays.

SPECIAL—while they last.



Reading Lamp

with
Silk Shade

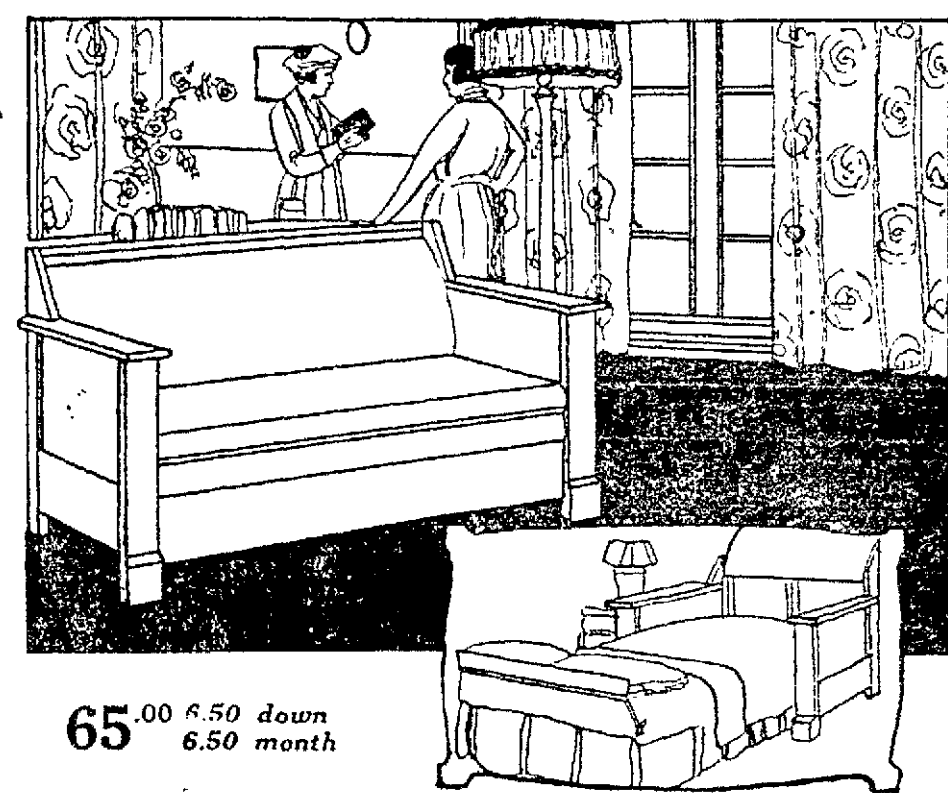
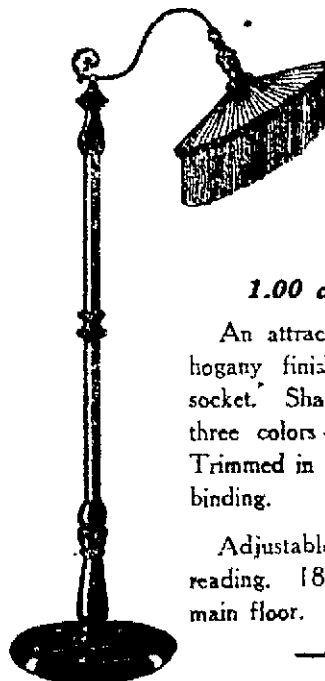
(special)

12.95

1.00 down—2.00 month

An attractive lamp in the brown mahogany finish, complete with cord and socket. Shades are all silk. Choice of three colors—mulberry, blue or gold. Trimmed in deep fringe, with plush moss binding.

Adjustable lamp for davenport or chair reading. 18 to be sold. Gift Section—main floor. Special while they last.



65.00 6.50 down
6.50 month

A handsome, high-grade Bed Davenport

The nationally advertised "Kroehler Daven-O" folding and unfolding davenport. Instantly converted into a full-size, comfortable bed. Without the usual clumsy appearance when closed.

In oak, properly fumed. Upholstered in "Spanish Imperial," a serviceable substitute for leather.

A variety of other styles and finishes from which to choose. Usual Easy Terms.

Auto Camping Outfits

Variety of standard makes. The kind that fold up into small compact bundles and are easily carried on the running board.

—Easy Terms.

In the children's store---

Mezzanine floor

Baby carriage---

27.50 (Special)

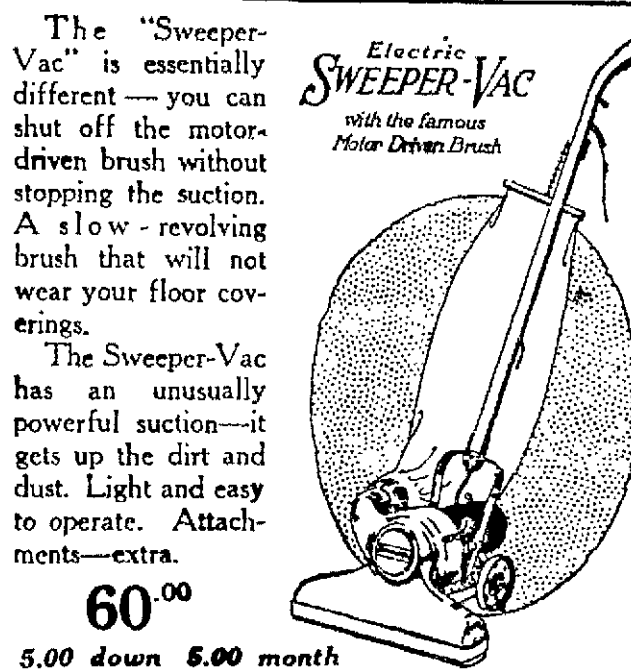
2.75 down
2.75 month

A buggy that has all the comforts of a high-priced carriage. Comfortable riding—resilient springs and wire wheels. In the ecru finish.



Crib Comforter

1.75 (special) Monday and Tuesday
Full size, covered with blue or pink figured silkline—plain, blue or pink borders. No telephone or C. O. D. orders. No delivery—neatly wrapped.

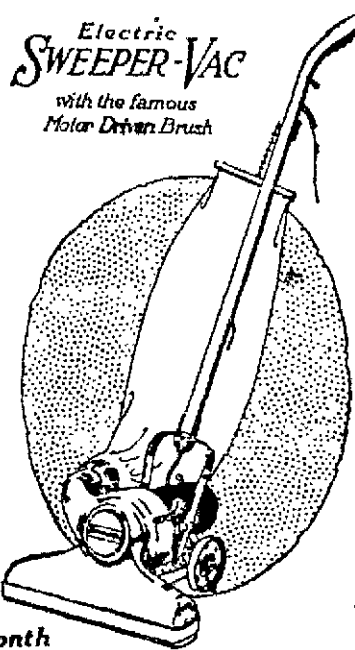


The "Sweeper-Vac"

is essentially different—you can shut off the motor-driven brush without stopping the suction. A slow-revolving brush that will not wear your floor coverings.

The Sweeper-Vac has an unusually powerful suction—it gets up the dirt and dust. Light and easy to operate. Attachments—extra.

60.00
5.00 down 5.00 month



Entrances—
14th Street
Clay Street

JACKSON'S
Complete home furnishers — — Oakland

Telephone—
Lakeside
7120

DIVORCE SUIT NAMING DEMPSEY IS RULED OUT

Indian Who Wed Show Girl
Is Not a Resident of
Oklahoma.

PAWBUKA, Okla., July 23.—The divorce suit brought by S. R. Boulanger against his wife, alleging she maintained a "clandestine correspondence" with Jack Dempsey, world's champion heavyweight boxer, came to an abrupt close today.

HERO WORSHIP DEFENSE.

Simply a case of "hero worship," the attorneys indicated, would be the defense of Mrs. Boulanger. Boulanger admitted in court yesterday that she had written to Dempsey and today she was prepared to take the stand and tell of her friendship and admiration for the prizefighter.

Only 23 and pretty, Mrs. Boulanger was the center of all eyes when she entered the court attired in a filmy dress of vivid orange. She appeared to enjoy the proceedings.

ADMITTED HER LOVE.

Her husband, a wealthy Okla. Indian, testified that she had introduced his wife to Dempsey. Boulanger admitted to him she was in love with Dempsey and that he was her "hero." At that time she had decided to leave him, Boulanger said, but he persuaded her to remain, promising her a trip to Florida in the spring.

But on February 12 she wrote to Dempsey, that being the date of a letter introduced as evidence, and on February 21 she left the Oklahoma ranch and went to Los Angeles. She declared she left because of cruel treatment and because her husband wrongfully accused her of misconduct.

Sacramento Chief Bans Slot Machines

SACRAMENTO, July 23.—Police Chief Barney McShane has placed a ban on all slot machines and punchboards. His order came just as a large shipment of slot machines, banished from San Francisco, had arrived here.

Rancher of Franklin Commits Suicide

SACRAMENTO, July 23.—Andrew Jackson, a rancher of Franklin, Sacramento county, was found dead on his ranch yesterday by farmhands. He had rigged a rifle against a tree and pulled the trigger with a string, it is said. He was reputed to have been wealthy. Ill health is thought to have prompted his act.

Vampire's Wild Career Ends in Berlin Prison

BERLIN, July 23.—In the luxurious restaurant attached to the Hotel Adler Berlin's most exclusive woman, suddenly appeared a woman, young and so entrancing in her flower-like beauty, that her arrival each evening provided a ripple of excitement. This was two years ago and her patronage of the restaurant lasted exactly six months.

Now this glittering and incomparable creature, so mysterious and so beautiful, a thousand stories were whispered about her birth, her fall into the hands of the police, while her father—an honest street car conductor—is amazed to learn that "La Belle Anita," the woman who electrified the restaurant, is his daughter in one of her many masquerades.

The gay nocturnal life of Berlin, that has never run more madly than it has since the armistice, scintillates with stories of "La Belle Anita," as the mystery woman was acclaimed by the enthusiastic allied officers who fell beneath her subtle charms.

Cold as snow at first, and simulating a chaste aloofness that served her purpose admirably, Anita gradually set the stage for the most audacious farce destined to close in tragedy that has perhaps ever been enacted in the Bohemian circles of Berlin.

Her first attraction was a wealthy young officer belonging to one of the proudest families in Berlin. For some time they were together. Then suddenly the interlude of passion faded into satiation on the part of the officer. He came no more to the restaurant.

CIRCLE OF THE RICH.

It was then that she commenced to fling herself with fire and fierceness into a life of marvelous deception that was so wonderful a counterfeiting of reality that probably she even deceived herself. Anita was one of Nature's perfect mimics. She had been in service from the age of 15, when she ran away from the purple home in which she had been nurtured, and at 18 had become a ladies' companion.

She was now admitted to the charmed circle of the rich. Her mistress was a young widow, gay and pleasure-loving, lax in her morals and the way she treated her dependents. In this new life Anita discovered that without effort she could become, as it were, one of the brilliant company in which she often had to wait upon the fringe as companion to her mistress, while later she acted as a discreet chaperone.

A lucky gift from a rich admirer gave her the chance she had been waiting for. She got together by craft and the expenditure of a minimum of money a dazzling wardrobe, and thus she suddenly floated out upon the perilous sea of the night life of Berlin.

MANY ADMIRERS.

She had many admirers. But of all she flirted most desperately with a British officer of high rank, who had fallen beneath the spell of this singular woman. Gradually she came to love him, and when he promised marriage she began to weave that web of deceit that finally ensnared her beyond redemption. She gave out that she came of a wealthy family, and that her father was almost a millionaire. To account for the fact that none of her people were in society, she invented herself with an air of romance, hinting that her father had become involved in some high political intrigue, and had had to seek obscurity.

It gradually became known that she was an heiress, and this, of course, surrounded her with a still more potent charm. In the end the swarm of needy adventurers all ways to be found in Berlin Bohemian circles.

The idyll with the British officer

almost ended in marriage. He was passionately in love and when suddenly one day with a woman's whim, she tore herself from her identity and told her admirer everything. But his love was proof even against this discovery, and he swore that he would marry her.

While the whole matter was being debated with passionate earnestness she cut a Gordian knot by suddenly vanishing. After her departure the Berlin tradespeople set up a shrill outcry. For it was found that this woman of mystery was indebted to the tune of thousands of marks to every tradesman of note in Berlin.

More than this, with astounding cleverness, she had even contrived to borrow large sums of money from some of the best known bankers of the city. A wonderful story that she needed the money to carry on a lawsuit that was to yield a vast sum of money. This finally killed the love of the British officer, and he decided to bury his passion in forgetfulness.

But he found it difficult to do so. The scenes of Berlin reminded him too painfully of "La Belle Anita." Finally he made an application to be transferred elsewhere for military duty, and is at present in the East.

The secret of the disappearance from Berlin is now explained. She eloped with an Italian staff doctor, and the marriage took place in Milan. Here the pair lived in great style for a time and she quickly attained a reputation in the Italian city as woman of beauty, and, it was supposed, of immense wealth.

But she was quickly tired of her medical husband. He had no money, and she longed for the glittering dream upon her—of this alluring creature was of the true vampire type that absorbs and never gives. Having stripped her husband almost to the bones, she left him for a wealthy lawyer.

They made their way to Venice, where the infatuated lawyer took up his abode close to the famous Bridge of Righis. This he transferred into a dream of a voluptuous delight, surrounding his volatile Anita with every luxury that the female heart could wish after.

Her marble bath with its fittings of solid gold; the wonderful bedroom with the unique furniture copied from the Chamber of Delight of the Moor's Palace of the Alhambra in old Granada; and a thousand devices to while away the hours—all this was conspired about throughout the residence of many a woman's heart with envy.

At the same time the honest old father was quietly going about his business and occasionally wondering what had become of his daughter, who had disappeared from her last place.

The connection with the lawyer came to an end under tragic circumstances. Wealthy as her legal admirer was he had utterly beggared himself in the effort to keep pace with the extravagant and voluptuous wants of this amazing woman. But this did not worry him, for he fondly believed the oft-repeated story that his "wife" was an heiress.

So often had she repeated this story that perhaps she had at last come to believe it herself. Certainly the infatuated man had not the shadow of a doubt. Then came the bitter disillusionment.

He went to her one day with the news that he must hand over money to pay some of the most pressing creditors. "Would she raise some upon her expectations?" As a lawyer he could soon manage the business for her.

She laughed the laugh of a woman who realizes that the game is up. In a few terse sentences she explained that she was the daughter of a poor man. Thunderstruck, the unfortunate wretch rushed from her presence, and later his body was found floating in a river. The vampire had claimed another victim.

Fraud Is Charged In Property Trade

Suit charging fraud and misrepresentation through which the plaintiffs were inveigled into trading property worth \$25,000 for property supposedly of equal value, but in reality worth only about \$6,000 was filed with County Clerk Gross yesterday by Attorney E. E. Keyes on behalf of Lily C. and Edmar Wernmark against Edwin B. Robinson, Hattie M. and J. E. Bartlett, W. C. Spencer and others.

The property of Mrs. Wernmark and her husband is in Alameda county. The other is a ranch near Hemet, Riverside county. By a coincidence the ranch had been offered to Attorney Keyes previously on a trade and he had had it investigated and appraised. Henry M. Jones, wealthy property owner of Hemet, reporting it to be worth \$6,000. It is declared that the new owners placed a mortgage for \$3,000 on the property, which already bore one for \$4,000. The complaint asks that the deed given by the Wernmarks be cancelled.

Movies Preferred by Students to Drama

BENKELBY, July 23.—The undergraduate student of today prefers a "movie" to a dramatic production in Wheeler Hall or in the Greek theater, but he is afraid of anything that might be termed "high-brow." Is the view of Alvin Thaler, assistant professor of English at the University of California. The student, affected by the "tired business man's" point of view and cares for no amusement that has any element of give as well as take, and he does not realize what he is missing, states Professor Thaler.

Complete enjoyment of the drama, according to Professor Thaler, is proportionate to the response given by the auditor, and requires some slight effort on his part. If the play has something more than a slapstick motive. The listener must put himself into the part enacted on the stage, in order to realize fully the emotions of the play. The movies, that is to say, average movie plays, offer light amusement, and a pair of eyes are the chief requisite of a good "movie fan."

Clark's 17th Orient Cruise

by steamship S. S. Empress of Scotland 23,000 tons, 10,000 h.p. and 10,000 tons of cargo space. Sailing July 24, 1921, 10 days, 10 nights, 10 ports. Fare \$100.00, including food, drink, and other expenses.

Coast Track Meet At Fair Is Planned

SACRAMENTO, July 23.—Decision to conduct an invitational track meet at the State fair in September, in which all of the cities of the coast will be invited to take part, has been made by the directors of the State Agricultural society.

Lineman Killed in "Tying In" New Wires

MARYSVILLE, July 23.—James Stockton, a lineman employed by the Pacific Gas and Electric company, was electrocuted while engaged in "tying in" new wires in the district which was devastated by fire, July 2.

PROBATIONER TO WALK NARROW PATH TEN YEARS

Leslie I. Deardorff, aged 23, 2308 School street, must walk the straight and narrow path of penitence for the next ten years, or spend the weary hours looking out through the bars of San Quentin. Judge L. S. Church, in admitting him to probation yesterday, specifically warned him to be careful of approaching violation of the law during the time of his probation.

Deardorff was charged with having sold a stolen automobile to Mrs. Olive B. Ball for \$550. He told Mrs. Ball the car was for sale

Rev. Dugan to Give Two Sermons Today

Rev. Peter Dugan, former actor, will preach at Glad Tidings Hall, Eighth street, this afternoon at 2:30 o'clock, and this evening at 7:30 o'clock. In addition to preaching Rev. Dugan, who is said to be a talented singer, will lead the congregational singing.

In default of payment of a bill for repairs he claimed to have made on the car. Police investigation discovered Deardorff had a long record of joy rides in borrowed autos and that he had been arrested as a suspected highwayman, but later released.

X-RAY FINDS A NEEDLE IN LEG OF BABE

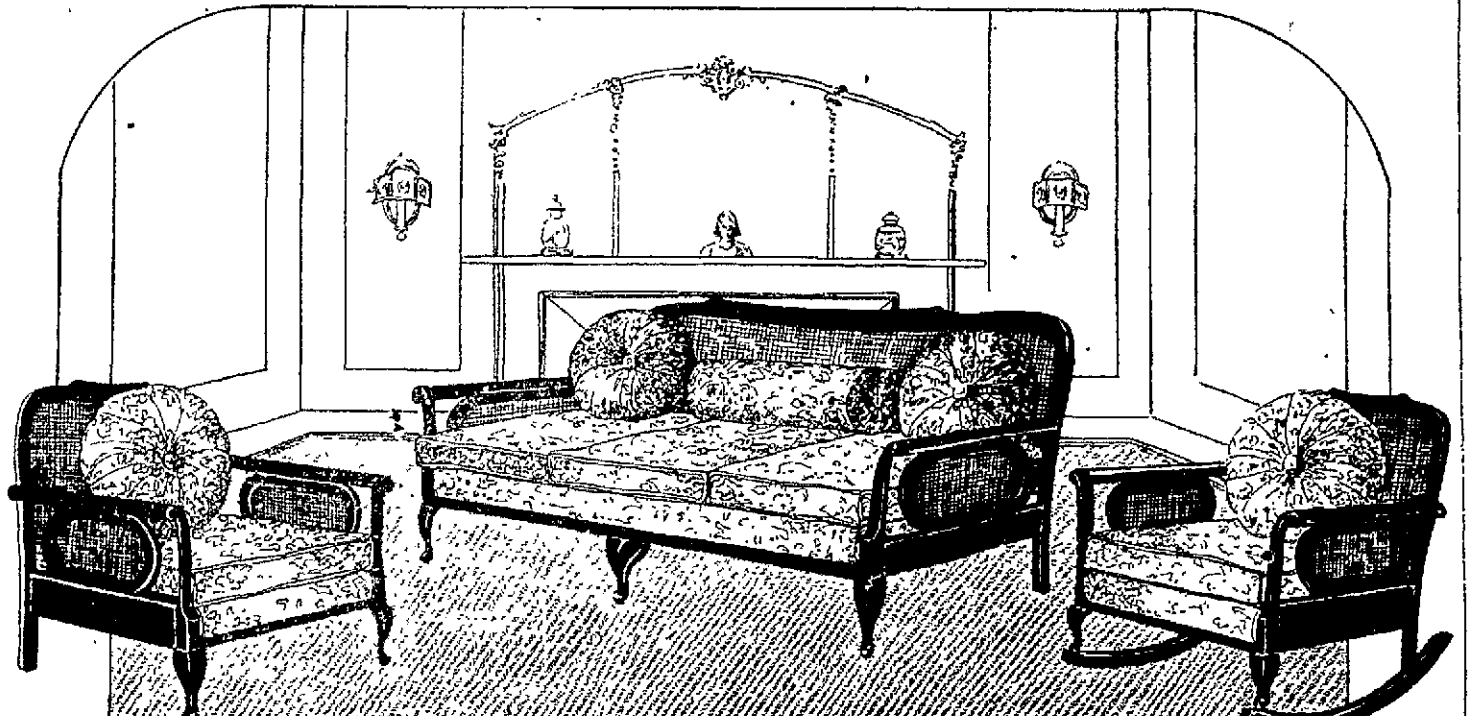
RIVERBANK, July 23.—An X-Ray disclosed an embroidery needle embedded in the leg of the 11-months-old daughter of Mr. and Mrs. Joseph Waugh. Dr. Benson operated and removed the intruder. The child had been ill for two weeks, and the leg becoming swollen the X-Ray was resorted to in an effort to determine the cause of the illness. The needle was found between the bones.

Farmers' wives in Japan rear silk worms, just as women on our farms in this country keep poultry.

'Adam and Eve' Movie Stopped by Police

SAN DIEGO, July 23.—More than 1000 men were routed out of a downtown theater at midnight last night, it became known here today, when police stopped the performance of an "Adam and Eve" picture. They attempted to seize the film, but the operator made away with it before they could reach the operator's box. The men had paid \$1 to get in and demanded their money back, the police say, but there was no one to pay it back. The crowd dispersed and the police are still looking for the film.

The United States is the largest fur producing and fur consuming country in the world.



Let's be comfortable!

After all, that's what a home is for, a place to be comfortable, and you can't be unless you have comfortable furniture. The front parlor, the stiff back chairs, dinner benches—all of these are passe, and the reason is that American people demand comfort first and foremost. The overstuffed furniture, the overstuffed and cane combinations are types that have been developed by the American people to fit this demand for comfort. Is your home supplied with them? Is your home comfortable? Come in and let us show you the many different models of comfortable davenports we have on our floors. Visitors always welcome.

Overstuffed and Cane Suite Reynolds Model \$375

\$37.50 down, \$37.50 a month

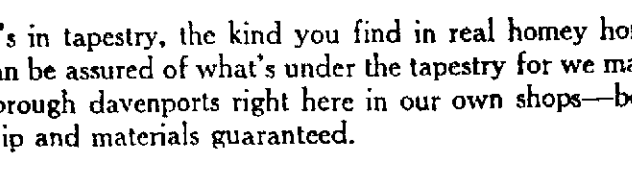
Roomy, luxurious suite, pictured above—a Reynolds model in cane and mahogany with covering of a toned black and gold striped velour. If you desire a distinctive living room, be sure and see this superb model. The pieces may also be bought separately.



Gainsborough Model \$95

\$9.50 down, \$9.50 a month

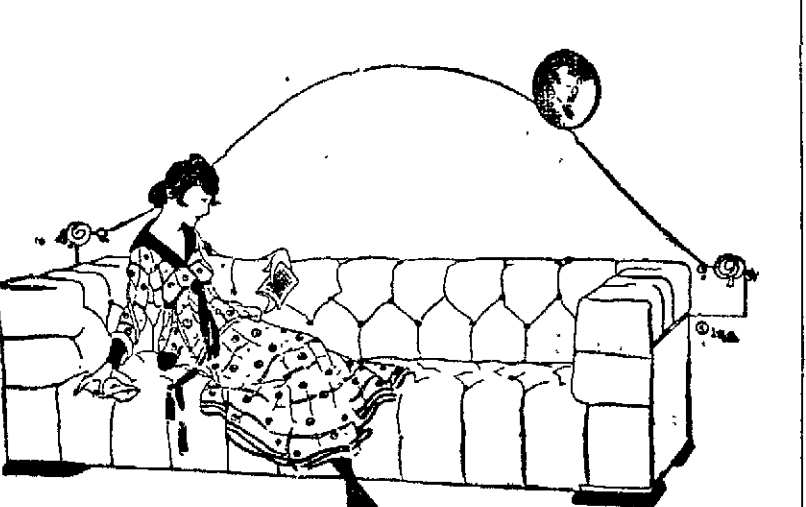
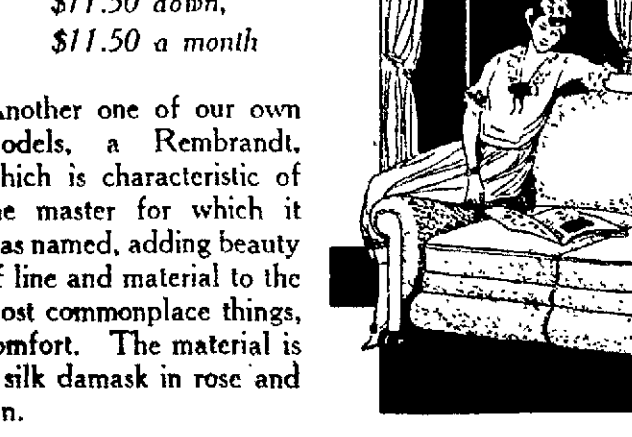
It's in tapestry, the kind you find in real homey homes; and you can be assured of what's under the tapestry for we make the Gainsborough davenports right here in our own shops—both workmanship and materials guaranteed.



Rembrandt Model \$115

\$11.50 down, \$11.50 a month

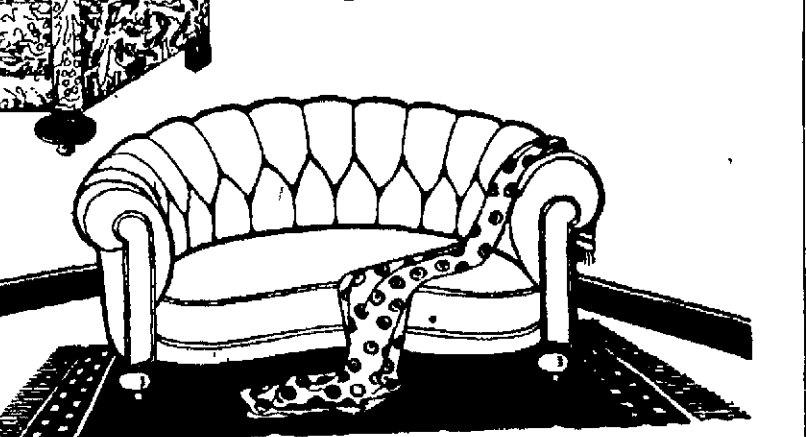
Another one of our own models, a Rembrandt, which is characteristic of the master for which it was named, adding beauty of line and material to the most commonplace things, comfort. The material is a silk damask in rose and tan.



Van Dyck Model \$248.50

\$24.85 down, \$24.85 a month

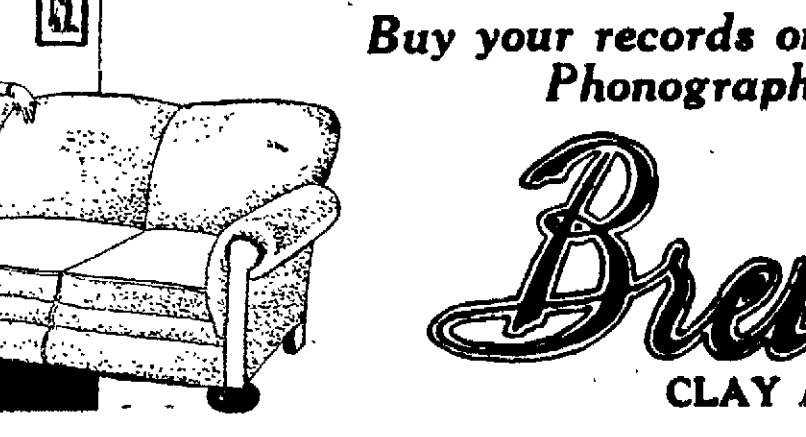
If there's a man in your home, he'll like this mulberry velour davenport. The Van Dyck is a truly mannish model designed to make a big man comfortable.



Rubens Model \$295

\$29.50 down, \$29.50 a month

A beautiful model in gray mohair. It has loose cushion seats and a clipper edge. The circular Rubens model has gained great favor because of its adaptability for interior arrangement. Be sure and see it.



The little touches--

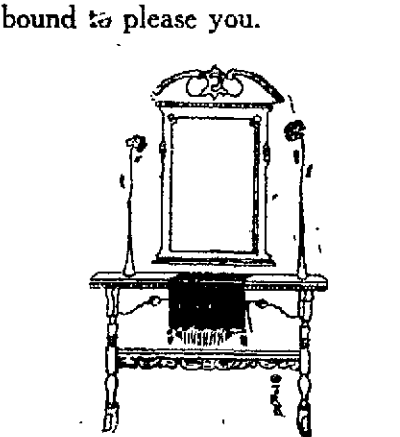
—here and there are the things which make impressions on your guests; they are what add warmth, color and convenience.



Fernery \$11.85

\$1.15 down, \$1.15 a month

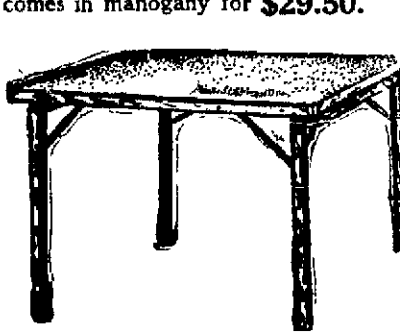
A graceful model in mahogany with galvanized iron lining. One of these indoor flower gardens is bound to please you.



Console Mirror \$29.50

\$2.95 down, \$2.95 a month

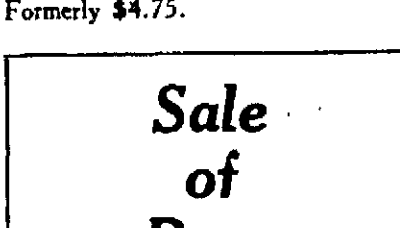
Have you a corner or wall panel to which you want to give depth? A console mirror is what you need. One very similar to the model illustrated comes in mahogany for \$29.50.



Card Table \$3.95

\$3.75 down, \$3.75 a month

And a card table! Every well-appointed home should have one. The collapsible model illustrated. Comes with either the felt or leatherette top. Formerly \$4.75.



Sale of Rugs

For three days only we will have 9x12 Axminster rugs on sale at

\$37.50

\$3.75 down, \$3.75 a month

These are the regular \$55 quality and we have a good line of patterns for all rooms in the house. Big value!

Buy your records on terms in Breuner's Phonograph department



TO LOS ANGELES
Amid Balmey Breezes
YALE
Nights are always pleasant on the Yale. The commodious staterooms—with 2-berths or twin beds—are swept by fresh, invigorating ocean zephyrs. You've a feeling of restful exhilaration after each voyage.
\$35 Special Round Trip Rate
All fares include meals and berth.
60-day return limit.
The Yale Sails Tuesday & Fridays, 4 p. m.
Arriving Los Angeles Next Mornings.
LOS ANGELES STEAMSHIP CO.
San Francisco: R. V. Donaghy, G. P. A.
685 Market St. Tel. Douglas 2556
Oakland: 1422 San Pablo Ave. Tel. Lakewood 530
Berkeley: 2127 University Ave. Berk. 14.

HONOLULU
S. S. NANKING SAILS
JULY 30
FIRST-CLASS—FARE \$110.00 UP
Excellent Rooms Available
With or Without Adjoining Bath
CHINA MAIL S. S. CO.
510 Montgomery Phone Kearny 304
SAN FRANCISCO

NONE WILLING TO PICK BERKELEY'S HOMELIEST BABE

Judge May Be Lacking At Contest of Chamber of Commerce.

BERKELEY, July 23.—A judge of beauty who must be the bravest of the brave is wanted by the Berkeley Chamber of Commerce. Thus far nobody wants the job. He must pick out the prettiest and the homeliest babies entered in the baby show which will be one of the features of the Chamber of Commerce Manufacturers and Merchants' show under canvas in Victory Square, opposite city hall, August 15 to 20.

Imaginary man standing up before several scores of mothers each holding what she believes to be the prettiest baby in the world, and picking a prize winner. Then think of saying: "Madame I have decided that your baby is the homeliest young one in Berkeley. His eyes slope like the headlights of a wrecked flivver. His mouth is the most hideous cave ever seen and his ears—well, there may be a serious casualty at the fair."

In the old days before woman was franchised, the average city official was easily enticed into acting as a baby show judge. But not now. This may be the reason that Mayor Louis Bartlett, County Supervisor Redwood and City Controller Edmund George Schmidt, Charles E. Heywood and Carl T. Bartlett, all more than just city fathers, refused the honor.

Secretary Charles Keeler and the directors of the fair are going to continue nominating men for the hazardous position and as a last resort will put a man on the job. Right in line with babies comes the announcement that local milk dealers are planning on free distribution of milk at the fair. Several prize cows will be required to furnish daily outputs in the milk dealers' scheme to make confirmed milk tipplers out of Berkeley's citizenry. Milk will be served in champagne glasses in cocktail glasses and beer steins and there will be no "anti-treating" law enforced.

Manager A. H. Trempe of the fair, announced today that already 150 exhibitors have taken space and that the demand for the few remaining booths is so great it probably will be necessary to make the show larger than originally planned. Berkeley products, including almost everything from an elevator to a bottle of ink, will be displayed. There will be fashion shows daily and a nightly entertainment under the auspices of various fraternal organizations.

Exhibit to Show Art Of Cliff Dweller

BERKELEY, July 23.—An art exhibition consisting of 150 water color reproductions of pottery designs from the cliff dwellers and other pre-historic Indians of New Mexico and Arizona will be held by P. J. Fays of the department of anthropology at the University of California in the exhibition room of the Architecture building from Monday, July 25, to Saturday, July 30. It will be an exhibit of truly American art and is especially planned to show the way in which the mind of the pre-historic artists played with their decorative themes.

Rosborough to Talk Before Electric Club

Postmaster Jos J. Rosborough will address the Electric Club tomorrow at the Hotel Oakland luncheon on the "Man of Tomorrow." The club will also entertain A. C. Brunner of the Western Electric Company, now on the coast, who is a recognized telephone engineer. Ralph M. Seely of the Union Oil Company will speak on the topic "Union Forever."

The Electric Club membership represents local merchants, wholesalers, contractors and engineers and those allied in the electric industries such as power, telephone and traction companies.

Two Killed, One Hurt In Dynamite Explosion

CLEVELAND, O., July 23.—Two men were killed and a third injured when a stick of dynamite exploded prematurely at the Medial Paying Brick Company here today.

Y.W.C.A. Notes

Miss Marion Blair, executive secretary of the health department of the Y. W. C. A., returned from her vacation at Donner Lake to attend the National Physical Education Conference. Miss Blair is expecting to welcome two new assistants in the early fall, as Miss Holcomb and Miss Donaldson are both leaving to get married. The newcomers are Miss Geraldine Knowles and Miss Edna Dwyer, who are studying in the summer school at Harvard.

The Business Women's Forum is to welcome Mrs. Jessie K. Pratt, the president, back from her vacation next Tuesday, when Mrs. Pratt will give her report on the State Federation of Clubs, which she attended in Los Angeles, and Miss Anna Owens of New York will speak on the industrial situation among girls in this country.

The Hostess Club held its cabinet meeting on Tuesday at the home of Miss Frances DuVal.

Miss Eva Oakley, the vice-president of the Business Girls' City Club, is in charge of its monthly luncheon on Tuesday evening, which time Misses Graham and Fuller were selected to represent the club at Asilemar at the community conference.

Mrs. F. Maylor has been coming each Sunday afternoon during July to teach the colored people who are here as usual for the summer season, from the Government school at Stewart, Nevada.

Miss Oley Stratton, the popular executive of the Colored Y. W. C. A., has been selected as one of the Oakland representatives to the State Federation of Colored Women's Clubs, which meets in Fresno July 25 to 29.

The Junior branch of the National Association for the Advancement of Colored People will meet for their public session on the second Sunday in August at the Colored Y. W. C. A.

HERE ARE 8 SPARKLING SPOTLIGHT FEATURES

ATTRACTIVE NEW BLOUSES

Tuxedo model of French voile; hand-drawn collar and vestee neatly edged with filet or Val. lace. Splendid for sport or tailored suit. Each **\$3.75**

NEW OVERBLOUSES: Excellent quality georgette; pin tucked; imported Val. and a real filet lace-trimmed; a dressy blouse of unusual value. Each **\$8.95**

(Millinery—Second Floor)

Whithorne & Swan

OAKLAND'S STORE THAT UNDERSELLS

Specials for Monday, July 25

PINCH-BACK JERSEY COATS

In navy, black or brown; tuxedo front—good quality. Just 20 to be sold Monday at, each **\$4.50**

(Second Floor)

That HIT THE BULLSEYE FOR VALUE AND SAVINGS

Long Silk Gloves These eight wonderful spotlight bargains call FOR THE SPOTLIGHT and they are well able to stand it. The searching glare of a strong light will find nothing wrong with the values or merchandise. They are well able to take the PLACE OF HONOR and HOLD IT. We are certainly convincing our customers that MONDAY is a very worth-while day to shop here and the special bargains offered are great. Come in this Monday. **WHITTHORNE & SWAN**

\$1.50 **\$1.39**

(Main Floor) (yard/Silk Dept. Main Floor)

New Rugs and Draperies at Special Prices

We have a wonderful assortment of beautiful patterns in Tapestry, Velvet, Ax. or Wilton Rugs at a big saving to you. Buy Rugs on our club plan—pay part down, balance in weekly or monthly payments.

INLAID LINOLEUM \$1.49 **FINE QUALITY SCRIM 19c**

Good patterns, 2 yards wide. 36-inch; ribbon border. Special, yard

A good \$1.95 sq. yd. value—special, square yard.

TAPESTRY BRUSSELS RUGS: 9x12: wool; seamless; big assortment of good patterns and pretty colorings. **\$23.50**

Special value for Monday, ea. **\$23.50**

SEAMLESS AXMINSTER RUGS: 9x12: good patterns; serviceable colors; usual \$55.00 value. Special Mon. **\$34.95**

day, each **\$34.95**

AXMINSTER RUGS: 9x12: good patterns in beautiful color combinations; usual \$57.50 value. Special for Monday, each **\$39.50**

HANDSOME AXMINSTER AND VELVET RUGS: 9x12: extra heavy; seamless; a dandy wearing rug; usual \$82.50 value. Special Monday, each **\$57.50**

Grass Rugs

9x12: pretty borders of brown or green; good quality closely woven. Extra special Monday, each **\$4.95**

(Third Floor)

BEAUTIFUL PRINTED MARQUETTE: 36-inch:

 light or dark patterns; fine for inexpensive side drapes. Special, yard **33c**

WHITE DOTTED SWISS: Fine weave; will make beautiful bedroom curtains. Special, yard **49c**

MERCERIZED MARQUETTE CURTAINS: Fine quality; even weave; trimmed with lace insertion; usual \$5.75 and \$5.95 values. Special, pair **\$4.50**

HANDSOME TAPESTRY COUCH COVERS: Good full size; good color combinations; usual \$14.00 value. Special, each **\$9.95**

SALE of FALL SILKS and DRESS GOODS

CREPE DE CHINE **WOOL SKIRTING** **Shepherd Checks**

40-in.; good, firm, smooth woven quality: black, pink, flesh, light blue or maize: a usual \$1.25 value. Sale price, yard—**95c**

34-inch; velour or Prunella in beautiful striped effects; brown and tan, black and white, brown and blue, or black and green. Sale price, yard... **\$3.95**

38-inch; all-silk: good, firm cloth, in many hand-some stripe and color combinations. Sale price, yard... **\$1.39**

40-inch; good quality material, in popular shades. Sale price, yard... **39c**

40-inch; all-wool; good, firm weave; a splendid wearing material; black, navy, or brown. Sale price, each... **\$1.29**

40-inch; all-wool; excellent, smooth finish, especially desirable for suits and one-piece dresses; tan, brown, taupe, or gray. Sale price, yard... **\$2.89**

(Main Floor)

Domestics ON SALE

Square TABLE CLOTHS 45-inch; dice pattern damask. Special, each **69c**

(Hemmed ready for use)

CRASH TOWELING: 18-inch; heavy brown crash; excellent wearing quality. Yard **12c**

DAMASK: 58-inch; mill ends; heavy, smooth weave; desirable patterns—a wonderful value. Special, yard **59c**

NAPKINS: 14-inch; hemmed ready for use; pretty patterns; good quality mercerized damask. Special, dozen **\$1.98**

DAMASK TEA SETS Cloth 54 inches square and 6 napkins 16x18 inches each, hemstitched in blue, yellow or pink. Set, special **\$3.75**

(Downstairs)

FLORAL RIBBON Ranging from 5½ to 6 inch; a splendid combination of both light or dark shades—yard **60c**

(Main Floor)

Come Early Monday Only

Boys' "Can't Bust 'Em" Overalls 95c value. Ages 5 to 9. Pair **50c** (Main Floor)

Imported Pongee All pure silk, 33-inch. Yard **45c** (Main Floor)

Silko Crochet Cotton In white or colors at, half—**5c** (Third Floor)

Apron Dresses (For women) of good percales or ginghams; tie-back styles. Regular \$1.25 value. Each **65c** (Second Floor)

50 Fall Skirts Pleated styles in plaids or mixtures. Wonderful value. Each **\$4.50** (Second Floor)

Castle White Laundry Soap 10 bars for **39c** 10,000 new, large bars. Limit 10 bars. (Downstairs)

Tap. Brussels Rugs Wool, 27x50; good patterns; \$3.00 value. Each—**\$1.95** (Third Floor)

Tennis Flannel Blue or pink stripes; 2000 yards good, heavy quality. Extra special, yard—**10c** (Downstairs)

We "Can and Do"

BARGAINS

New Costume Flouncings SPECIALLY PRICED

New Lace Demi FLOUNCINGS 9 to 17 inches—for dainty underskirts or camisoles—yard **29c**

RUFFLED ORGANDY FLOUNCINGS: 36-inch; of imported organdy, finished with picot edges; dainty shades of pink, rose or canary. Yard **\$1.98**

NEW EMBROIDERY FLOUNCINGS: 40-inch; of sheer organdy, prettily embroidered in pleasing designs and colorings. Yard **\$1.49**

Beautiful Metal Lace Flouncings 36-inch, with effective embroidered designs; silk net background in white or beautiful pastel shades; also the more vivid shades of orange or cerise. Yard **\$2.59**

SALE OF GLOVES **CHAMOIS SUEDE GLOVES:** White or colors and excellent quality: 2-clasp. Pair **69c**

WOMEN'S FABRIC GLOVES: Of fine suede finish slip-on style with strap or gathered wrist, in white or colors. Pair **79c**

SILK GLOVES: 2-clasp; plain or fancy; white or colors; seconds of a well-known brand. Special, pair... **75c**

(Main Floor)

RIBBON HATS Poke shape; white, rose, red, copen, or Tangerine—our \$2.50 values—special, each **\$1.50**

(Millinery—Second Floor)

Fine Values in UNDERWEAR

Combination of Corset Cover and Drawers "Marcella" brand; of good nainsook, trimmed with embroidery or lace. Each **\$1.95**

ENVELOPE CHEMISE: Of flesh color satin or crepe de chine; yokes of dainty fine lace or georgette crepe. Each **\$2.95**

WOMEN'S VESTS or BLOOMERS: Cotton; flat knit weave; "Lawrence" brand; flesh pink only; regular sizes; a 75c value. Each **49c**

ELASTIC GIRDLE: Of pink cord with elastic strips in sides. Open back style; all sizes, 20 to 28. Each **\$1.00**

WINSON CREPE GOWNS: Flesh color, finished with stitching, each **\$1.59**

"WARNER'S" or "LA RESISTA" CORSETS: All new models, of pink or white cotton; medium or low bust; open back style only; all sizes from 19 to 29; formerly \$3.00 to \$6.00. Special, pair **\$2.19**

"HICKORY" MUSLIN UNDER-WEAISTS: Of extra good quality material; for boys or girls; 4 to 14 years. Each **45c**

'Coat's' SEWING THREAD

150-yard spools; black or white. Spool **5c**

"SONOMOR" DRESS CLASPS: Black or nickel, 2 dozen **5c**

COTTON TAPE: 3 yards to piece; white; 2 pieces... **5c**

"KINGS" BASTING COTTON: 200-yard spools; white. Each **5c**

SAFETY PINS: Nickel finish; 12 to card. Card... **5c**

LINGERIE TAPE: F. A. quality; white, pink, blue. Box **5c**

RIC-RAC BRAID: White; 2 yards **5c**

BIAS BINDING: White or colors; 6 yards to piece... **10c**

"BELDING'S" SEWING SILK: 100-yard spools; black, white or large range of colors. Spool... **17c**

CHILDREN'S GARTERS: Black or white. Pair... **25c**

CELLULOID HAIR PINS: Several sizes. Box... **10c**

WAIST LININGS: Ready made of white cambric; sizes 34 to 46. Each (Main Floor) **50c**

WOMEN'S Hand Bags

Made of genuine calfskin leather, two and three compartments—assortment of colors—special for, each... **\$5.00**

(Main Floor)

COTTAGE DINNER SET---48-PIECE

(Seconds). We were lucky to secure 25 more of these wonderful Dinner Sets that sold so quickly last week. They are in the pretty Bluebird or Spray patterns and are a grand Monday special. Set **\$7.95**

GALVANIZED ICE CREAM FREEZERS: "Home-maid" brand; 2-quart; great special. Each (Downstairs) **\$1.00**

BROOMS—Medium weight—well made—each **45c**

(Downstairs)

Women's Stamped Pajamas and Combinations 98c

Splendid quality; left overs; some soiled. Were priced formerly from \$1.50 to \$2.45. Special, each

STAMPED SCARFS: Finished with wide lace, in beautiful patterns; a usual \$2.00 value. Special, each **\$1.00**

STAMPED CHILDREN'S ROMPERS AND DRESSES: Cream or white; a usual \$1.00 value. Special, each **49c**

GLOSSILLA CROCHET THREAD: In splendid assortment of shades for the making of bags, ties, hats, boudoir caps, etc. A usual \$2.40 value. Special, box of 12 balls **\$1.00**

(Third Floor)

Women's Lisle Hose Mercerized lisle; "Lady Ware" brand; black, white or, cordovan. Special—**3 pair for \$1**

(Main Floor)

Children's Half Socks Fancy cuff tops; sizes from 4 to 9; formerly 50c and 65c values. Special **3 pair for \$1**

(Main Floor)

WHITTHORNE & SWAN—Washington Street at Eleventh Free expert lessons in embroidery—lamp made making—rd floor.

Richmond Chemical

Plant in New Home
RICHMOND, July 23.—The Richmond Iron Oxide Company has under construction at Seventeenth street and Chanslor avenue a modern concrete and corrugated iron building, which will house the chemical plant of the firm. Two large chemical vats will be installed for the manufacture of the oxide in powdered form, under a process patented by the company. The plant will be owned by the University of California. The oxide will be used in the manufacture of paints. The plant will be the only one of its kind on the Pacific coast, it is said. M. Zapf, general manager of the plant, will open offices in a building adjacent to the plant.

POULTERERS TO MEET.
RICHMOND, July 23.—The next meeting of the Richmond Poultry Association which will be held on August 5, will take the form of a chicken dinner, it is announced. The association has a large membership and meets regularly to discuss poultry raising problems.

**Men's Lisle
Finish
DRESS
SOX**

Assorted col-
ors and sizes.
pair—

8c

**THE BARGAIN SPOT
ROSENTHAL'S
SALES STORE
OF OAKLAND**

Radio to Control Planes And Fleets in 'Next War'

WIRELESS CONTROL OF WARSHIPS WHILE AT SEA.
JOHN HAYS HAMMOND, JR., REVEALS THE KIND OF WARSHIPS WE WILL HAVE IN FUTURE.

(Striking demonstrations of the weakness of the super-dreadnought, and the great value of the radio control of battleships invented by John Hays Hammond, Jr., of Gloucester, in the development of the future of the United States navy, but now obsolete, was demonstrated in a test by the Virginia capes. (In two hours 22 seaplanes and four dirigibles had located the Iowa, being maneuvered at four and one-half knots an hour, over an area of 25,000 square miles, and were in position to attack. Eighty bombs were dropped by the air marksmen and two of them made direct hits, while 19 dropped close enough to have hit the old vessel had she been the size of a modern dreadnought.)

(With her radio controlled steering apparatus working beautifully, the battleship was maneuvered as easily as though she had a full crew on board, and, although her course was changed often, the fleet of airplanes quickly got into position to attack.)

By JOHN J. HAMMOND, JR.
(In an Interview)

The recent test battle has fulfilled precisely my expectations, except that I really expected a larger percentage of hits by the planes. Every condition favored them and placed at a disadvantage the vessel they were trying to sink. The Iowa was moving from a standstill to a fifth of the speed of a modern, fully equipped battle cruiser would have shown in an engagement. The sea was smooth, hence the target was more steady than it would have been in a rough sea. There were no anti-aircraft guns. The Iowa was tiredly defenseless. There was no smoke about her, such as there would have been in a battle. I think the planes made a poor showing.

The government is entirely convinced of the value of my invention for national defense.

The only matter now under deliberation is the choice of explosive carriers which my radio-controlled ships might carry.

There is nothing to prevent me from directing the action of the airplanes in the next test engagement, instead of only the ship that they attack.

It can be done, and will be done, in all probability, if certain special conditions of warfare arise. I have the basic patents of this thing for both America and Europe. But I do not want to see the air phase of radio control as much attention as I have given the question of radio control of surface or undersea craft, because I think that in aerial battle planes controlled by men will always be of more value than planes controlled from an outside source.

BATTLESIPS NECESSARY.

Don't get the idea that these inventions of mine are going to replace battle cruisers, or gunnery, or any of the standard devices of warfare which exist today. They won't. But they do add to devices of war, defensive and offensive, a valuable weapon.

It is interesting to compare the respective points of view from which the army and the navy value my ideas. The army sees them only from the standpoint of coastal defense. The navy attributes importance to the offensive value of the unmanned, machine-controlled ship, and I think the navy is right. Consider, for example, how useful such a contrivance would have been in the harbor at Zebrugg during the war. Think what it would have meant during the Russo-Japanese war at the attack on Port Arthur, or what it would have meant to Hoshoh at Santiago.

BRAVE CREWS SPARED.

A ship wishing to block up a channel is ideally equipped for its work through radio control. It would be filled with concrete, if it was intended to sink the ship and obstruct the channel, or with high explosives for attack. In the latter case the result of its operations would be precisely that of the terrible accident that happened up at Halifax a few years ago, when a ship loaded with explosives collided with another vessel. Do you remember the result?

Now suppose the Germans had used such ships when they raided Scarborough or Harborspool. Imagine it! An old war vessel, let us say, with some steel plating.

PIMPLES ON FACE FOR 3 MONTHS Itched and Burned. Face a Sight. Cuticura Heals.

"My face broke out with red pimples and began to itch and burn. The pimples would fester and peel off, and became very sore when I'd scratch and dig at them. My face looked a sight, and I was ashamed to go out or meet my friends."

"The trouble lasted for nearly three months. I read an advertisement for Cuticura Soap and Ointment and tried them, and after using one cake of Cuticura Soap and one cake of Cuticura Ointment I was completely healed." (Signed) Miss E. Wood, R. F. D. 3, Box 125, Lents, Oregon, Aug. 26, 1920.

Use Cuticura Soap, Ointment and Talcum for all toilet purposes.

Sample Book Free by Mail. Address: "Cuticura Laboratories," Dept. 500, P. O. Box 100, Lowell, Mass. Cuticura Soap without cost.

LAUGHING IN HIS SLEEVE

I was told nothing but an operation would help my stomach trouble, and was getting ready for the operation when a friend advised me to try "Marr's Wonderful Remedy." The first dose helped me. I am now as well as ever in my life, and am laughing up my sleeve at the doctors. It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. Drugists everywhere.—Advertisement

If you see it in The TRIBUNE tell them so.

any of the seas has been definitely settled through an engagement between our fleet and the enemy's. Until the enemy's fleet is beaten our maining is practically locked in its harbor.

And don't deceive yourself as to what all this talk of limitations of armament really means, because

from the beginnings of warfare, right down through the history of the Armada and Cape Trafalgar, merchant vessels have been quickly altered and armed for conflict.

It can be done very readily, interiors altered, outside defenses strengthened, six-inch guns put aboard, and in the twinkling of an

eye you have a fighting ship. Navies, by mutual agreement, may be reduced as much as you please. The nation with the biggest merchant fleet retains fighting control of the seas. It is only you see, with comparative recent years that the significance of war has evolved a type of vessels especially and only suitable for warfare.

Now, if we carry on our navy building program of 1916, as shaped by Secretary Daniels and his advisers, we would have in 1924 a navy about equal to England's. We are going to disrupt this program we are merely going to embark on a course of efficiency and false economy to have no navy at all.

In the first place, to interrupt the program and cut appropriations will result in the new battleships costing more individually. Secondly, the ships we build, if delayed in construction, will be obsolete before our defense is complete. We might as well have done with it and decide to have no navy at all.

I believe in not being behind any other nation, certainly. I think human nature will eventually outgrow war, but not for many generations, perhaps centuries, at least until education is much more developed, with the result of better communications and understandings between peoples.

To Buy for Less
To Sell for Less
Our Definite Aim and
Constant Procedure!

J.C. Penney Co.
A NATION-WIDE INSTITUTION -
312 DEPARTMENT STORES

NATION-WIDE

Money-Saving Program
Every Day

We Share With You

Best Values at Lowest Prices

Boys' All Wool 2-Pant Suits Nifty Belted Styles. Brown, Gray and Green Mixtures. Sizes 7 to 14. \$9.90	Waiters' Aprons Without 58c Bib..... With 79c Bib.....	Transparent Organdy (Imported) The original finish of this cloth is retained after washing and ironing. Yard— 98c	Bleached Muslin (Fine, soft finish) All the best brands. Yard— 14c 15c 19c	Men's Heavy Corduroy Pants Dark Brown. \$3.98	Men's Wool Suits Blue and Fancies. The biggest values on the Coast— \$19.75 and \$24.75
Fine Fancy Gingham A complete assortment. 16½c, 19c	Butchers' Aprons Heavy weight Indian Head. Large cut— 98c	Women's Extra Quality Sateen Petticoats EXTRA SIZE \$1.49 Black, Navy, Green.	Ladies' Long Sleeve Embroidery Trimmed Night Gowns \$1.49	Bungalow Aprons 79c Light and dark patterns.	Children's Pink Nainsook Night Gowns 69c 4 to 14 years.
Children's Gingham Dresses \$1.69 Sizes 7 to 14 years.	Women's Double Panel White Sateen Petticoats \$1.19	Corsets High or Low Bust. 98c	Tubular Knit Top Cuff Knee Union Suits 98c Sizes 34 to 41.	Blue Bird Ladies' Crepe Gowns 79c Regular sizes.	Children's Black Sateen Bloomers 23c Sizes 2 to 8 years.
White Tailored Dresses For Little Tots. 98c 2 to 6 years.	All-Silk Jersey Petticoats \$2.98 Fancy and Plain Ruffle.	Large Size Turkish Towels Each 49c	Men's Lisle and Artificial Hose reinforced toe and heel: black, cordovan, gray, blue and white 49c	Bead Neck Chains Newest styles. You can get two here for less than one elsewhere— 69c	Men's Heavy 220 Blue Denim Bib Overalls full cut—all regulation pockets. 32 to 42 89c Jackets to match.. 88c
Best Unbleached Sheeting 36 inches wide. Yard— 8½c, 10c, 12½c, 15c	White Oxford Shirts Collar attached. \$2.49	Children's School Hose Black, White and Brown. 19c, 25c pr.	Men's "Springo" Suspenders Guaranteed for twelve months. The kind you can wash— 63c	Laces Thousands of yards of new designs—they're not all narrow, either. Yard— 5c	O Kay Work Shirts Made from extra good blue chambray; warranted fast colors— 69c
38-inch Dress Voiles and Check BATISTE Yard— 39c	Double Back Ventilated Work Shirts Two pockets; extra quality. Blue, Khaki, Black. \$1.69 Sizes 14 to 17.	Yard-wide Outing Flannel Pretty stripe patterns. Yard— 19c	Men's Closed Crotch Union Suits for Summer; 2 styles, short or long; sleeve, ankle length; ceru and white. \$1.69	Yard-wide Cretonnes Best quality and large assortment of patterns. Yard— 23c 39c 49c	16-inch Meritas Table Oil Cloth (The Best) Our Price— 33c
Men's Scout Shoes \$2.49 All leather, mind you; no paper in 'em.	Ladies' Pure Silk and Fibre Hose Black and Gray. Pair— 79c	Remember our location 467-71 Eleventh St. Between Washington and Broadway We're just half a block from high rents.	Women's Koko Oxfords With ball-straps; wide or medium toes. \$5.90	Misses' School Shoes Brown Calf Lacers \$2.98, \$3.50	

THE LARGEST CHAIN DEPARTMENT STORE ORGANIZATION IN THE WORLD

THIRD LIQUOR BURGLAR IN JAIL, POLICE BELIEVE

Edward Ferris Arrested On
Highway Carrying a
Revolver.

Captain of Inspectors Richard McSorley announced yesterday that Edward Ferris, who is charged with burglary in San Francisco, is believed to be the third burglar who on the night of July 16, 1920, entered the home of J. F. Carlson, president of the Central National Bank, and stole liquor valued at \$20,000.

Leo Brennan and Ed Collins, the other two men who were implicated in the burglary, were found guilty of the charge in the Superior Court and both sentenced to San Quentin.

Ferris was arrested on July 10 with Leonard Orr by Policeman Thomas Carroll, while they were repairing their automobile, which had stalled at Forty-sixth Avenue and East Fourteenth Street. At the time of their arrest both men were armed.

On information that the police received within the last few days regarding the Carlson burglary, a warrant was sworn out against Ferris, charging him with connection in the affair.

Berkeley Contractor Impaled On Steel Rod

SACRAMENTO, July 23.—A. J. Barclay, a contractor of Berkeley, is recovering at a local hospital from serious injuries received when he fell from a platform at the city filtration plant, now under construction. He was impaled on a rod of reinforcing steel, and for a time his life was despaired of. Barclay came here with his wife and two children to reside temporarily while he acted as assistant manager of the Coast Construction company, which has the contract for the filtration plant.

Dye Is Swallowed

By Berkeley Twins

SAN FRANCISCO, July 23.—Clothes dye in powdered form freely paraken of by Emil and Ward Shivers, 2½-year-old twins of 17 Coolidge Street, caused them to be hurried to the Mission Emergency hospital today. Their mother found them in the pantry in convulsions after eating a quantity of the dye. At the hospital the stomach pump was used to root out the dye, and there will be no after effects.

Cases of Gangsters

Continued to Aug. 6

SAN FRANCISCO, July 23.—The cases of five Howard street gangsters—Spud Murphy, "K. O." Kravosky, James Carey, Thomas Brady and Allan McDonald, were called by Superior Judge Ward today. The charges represent additional indictments against the defendants, all of whom have been convicted. The cases were continued until Aug. 6.

S. P. Official to Retire After 45 Years of Service



FRANK A. FISH, assistant superintendent of river steamers of the Southern Pacific Company, who is soon to retire after more than 45 years of service.

Superintendent Fish of River Steamer Service to Live in Benicia.

After more than forty-five years of continuous service, Frank A. Fish, assistant superintendent of river steamers, will retire from the employ of the Southern Pacific company on July 30. On the Oakland and San Francisco water front he is widely known and many of the steam operators will miss his familiar face and his pleasant greeting.

In the future Fish will make his home in Benicia, where he has property interests.

Fish entered the employ of the Southern Pacific company August 10, 1876, in the capacity of dock receiving clerk for the river and Vallejo steamers, his entire service having been devoted to river transportation business. In May, 1877, he was promoted to the position of purser on the Sacramento river steamer "Julia." He served twenty-five years as purser, almost exclusively on the Sacramento run and on such steamers as the "New York," "Julia," "Chinaman" and the "Apache."

Officials of the company estimate that during his time as purser, Fish made 7488 single trips between San Francisco and Sacramento, traveling approximately 928,000 miles on river steamers.

On May 11, 1904, he was appointed traveling freight solicitor for the Sacramento river district, which position he held until August 31, 1906, when he was named assistant superintendent of river steamers—the position from which he will retire.

The first known moving picture camera was made in 1826.

JOBS FOR 180,525 FOUND BY STATE IN FISCAL YEAR

Decrease of 26 Per Cent in
Placements Shown in
McLaughlin's Report.

SACRAMENTO, July 23.—California, through its free public employment bureau, found employment for 180,525 persons in the fiscal year ending June 30, last, according to the report of John P. McLaughlin, state labor commissioner.

This is a decrease of 26 per cent under the previous year. Of the placements made, 148,529 were male and 31,996 women. The nine offices ranked as follows in the number of placements:

Los Angeles, 76,058; San Francisco, 23,113; Oakland, 22,990; Fresno, 13,461; Sacramento, 9878; San Jose, 8783; Stockton, 8673; Marysville, 322; Chico, 225. Individual cities decreased as follows: Los Angeles, 15 per cent; San Jose, 20 per cent; Oakland, 28 per cent; Marysville, 30 per cent; Fresno, 32 per cent; San Francisco, 23 per cent; Sacramento, 41 per cent; Chico, 57 per cent.

Couple Are Held

After Auto Smash

LOS ANGELES, July 23.—Deputy Sheriff George Rupprecht and Mrs. Little Farrell, 18, wife of a prisoner in the county jail, are held without bail here today, following a joy ride that culminated in a spectacular downtown automobile smash. The pair are alleged to have been intoxicated.

Their machine wrecked a telegraph pole and a cigar store at First and Broadway and was itself completely smashed. Numerous pedestrians had narrow escapes from death. Rupprecht and Mrs. Farrell were unhurt.

County Workers Defy Train Crew, Lay Road

WOODLAND, July 23.—Led by County Engineer Asa G. Proctor and District Attorney C. C. McDonald, a gang of 150 county road employees, successfully defied a Southern Pacific train crew yesterday and laid forty feet of paving on a disputed bit of highway leading to the railroad bridge at Knights Landing. County officials claim that the engineer of the train was instructed by Roadmaster DePue to attack the county road gang with a jet of live steam. The engine bore down upon the workers, but their engineer refused to turn on the steam.

Police Catch Dozen Landing Booze Cargo

NEW HAVEN, Conn., July 23.—A score of police in charge of Chief of Police Smith early today seized a shipload of booze which was being smuggled ashore at Lighthouse Point and arrested a dozen or more men who were engaged in handling the liquor.

Prominent New Haven persons are said to be implicated in the affair by reason of ownership in the vessel and its cargo.

Wives Cannot Be Used to Shield Catch Over Limit

SACRAMENTO, July 23.—Fishermen who attempt to evade the new trout limit law, which becomes effective July 29, by the simple expedient of buying extra fishing licenses for their wives, are due to a hard fall, it was announced here by the state fish and game commission.

Under the new law no angler will be allowed to catch more than 25 trout a day. A fisherman who has his wife handy, armed with another license, might try to get by with a catch of an extra 25. But the commission has ruled that Friend Wife must prove that she caught her own fish.

CLEMENCY ASKED FOR AGED DOCTOR

SAN FRANCISCO, July 23.—An appeal will be made to Governor William D. Stephens for a pardon for Dr. Frank Thomas, 50-year-old physician, now facing an indeterminate sentence of from ten years to life in San Quentin prison.

Announcement of a plan to solicit executive clemency for Dr. Thomas was made in Superior Judge Roche's court by Attorney Leo Kaufman. The physician was convicted following his arrest a year ago for murder by reason of the death of Rose White of Vallejo, the victim of an illegal operation.

He appealed from the conviction, but the judgment of the lower court was upheld by the District Court of Appeals.

Meantime he has been kept here through the instrument of a stay of execution. Today Attorney Kaufman asked an extension of two weeks in the stay in order that the governor might be appealed to. He represented to the court that Dr. Thomas' mind was failing, that he had now only the mentality of a child of four years and that he could not live very much longer.

The court continued the case and requested the city physician, Dr. A. A. O'Neill, to make an examination of the defendant.

Corner Club Girls to Hold Church Dinner

An invitation has been extended to the Corner Club girls to gather at the home of Mrs. E. J. Clinton, 1550 Twenty-eighth Avenue, on Tuesday evening. It is announced that dinner will be served as usual at the First Baptist church, after which the members of the club will go in a body for a social evening at the Clinton home.

75 to Take Oakland Tests for Patrolmen

Seventy-five men will take the mental examination for patrolman on Friday morning at 9 o'clock, it was announced yesterday by Charles C. De Wolf, secretary and examiner of the civil service boards. The examinations will be held in the civil service rooms on the third floor.

CHINESE STUDENTS TO HOLD MEETING

The Western Section of the Chinese Students' Alliance will hold its twelfth annual conference on the campus at Berkeley, August 5-12. The conference extends invitation to all American friends of China. Among the speakers will be Dr. D. P. Barrows, Dr. E. T. Williams, Mayor L. Bartlett of Berkeley, Consul K. L. Yih, Dr. Ng Poon Chew, Dr. John Snape, and Dr. Raymond L. Wilbur.

Besides these addresses, there will be open forums, athletic contests and Chinese. Prizes will be given to winners in athletic and oratorical contests. There will be social entertainments, picnics, and outings to complete the program.

All Chinese students, irrespective of membership in the Chinese Students' Alliance, are asked to send in their names and applications to the conference secretary, 2600 Blinn Street, Berkeley.

Sigley to Speak At Auditorium Theater

Paul Sigley of New York City will lecture this afternoon at 3:30 o'clock at the Auditorium theater, according to an announcement yesterday. His subject will be "The Man O. E. Miller Changed."

GRANTS NOVEL FIFTY YEARS' LEASE OF LIFE

BERKELEY, July 23.—In a lecture on "The Novel," Professor Gordon Hall Gerould, professor of English, Princeton University, who is lecturing in English in the Summer Session at the University of California, under the supervision of Dr. Jan Don Ball, will visit a number of State institutions the latter part of the session to make observations of various abnormal, mental and nervous types, in line with their behavior and relation to society. The class visited the asylum at Agnew recently and will go to the Stockton hospital, San Quentin, the home for the feeble-minded and the jails.

The course will take up the causes and results of social and industrial unrest from a psychological standpoint. Lectures will be given in Boalt Hall of Law, by industrial and labor leaders. These lectures will also cover the problem of insanity, which is often wrongly judged in the legal world.

Dr. Ball emphasizes the fact that if more people visited state institutions and realized that men, women and children in these places are sick people and in need of more attention, they would make a greater effort to provide better facilities, and supply these unfortunate with more nurses and physicians, as in a number of instances these are insufficient.

In Iceland codfish are dried and ground into flour for use in bread.

NERVOUS TYPES WILL BE STUDIED

BERKELEY, July 23.—A class of students registered at the summer session at the University of California, under the supervision of Dr. Jan Don Ball, will visit a number of State institutions the latter part of the session to make observations of various abnormal, mental and nervous types, in line with their behavior and relation to society. The class visited the asylum at Agnew recently and will go to the Stockton hospital, San Quentin, the home for the feeble-minded and the jails.

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In Iceland codfish are dried and ground into flour for use in bread.

15 YEARS IN OAKLAND
I do all your work personally.
I like no operators.

DR. COHN

MASTER

Master Dentist

Prices back to normal. A glance at these prices will convince you.

\$15 set of teeth	..... \$7.00
\$30 set of teeth	..... \$20.00
\$50 set of teeth	..... \$25.00
\$10 crown & bridge work	..... \$4.00
\$125 cr. & bridge work	..... \$25.00
\$5 gold fillings & inlays	..... \$1.00 up
\$5 porcelain fillings	..... \$1.00 up
\$2 silver and cement fillings	..... 50c up
Painless extraction	..... \$1.00
Extraction and cleaning	..... free

Extraction with all work. Examination free. Hours 9 a. m. to 5 p. m. Sunday 10 to 12. Phone Oak 7217. 1027 Broadway, Corner 11th

**WATCH FOR
WEDNESDAY
ANT ADVTs.**

Edison Phonographs
and Records

Capwells
OAKLAND

Butterick Patterns
and the Deltor

More New Coats and Suits with Distinctive Style Lines



We know by the growth of this business through all the years that the people want the particular advantages of our large and well-bought assortments of merchandise.

Our Receiving Rooms are busy places these days, so fast are the new things arriving. Not great quantities at any time, but something new every day. Yesterday's express brought some exceptionally handsome Coats and Dresses, which will be shown on the racks for you to see Monday.

The Coats are in loose-back or belted-front styles, some with the flare skirts, others on straight lines.

Some have beautiful collars of nutria, natural or dyed squirrel, wolf, beaver, or raccoon. All the newest materials are represented including Pollyanna cloth, marvella, marinette, velourine, velour, bolivia, broadcloth, froia and other new fabrics in all the latest shades.

Sizes for juniors, misses, regular and stout figures. Prices—\$25 to \$175.

Smart New Tricotine Suits Made on Long Lines

Both tailored and novelty models developed according to fashion's latest ideas in lines and trimmed with braid, embroidery and buttons. Developed of fine quality tricotine.

\$38

White Serge and Flannel Skirts

In both pleated and plain models for sports and street wear. Embroidered with novelty pockets and trimmed with buttons—\$11.95 to \$25.

SPECIAL—A few wool serge skirts in pleated models, \$4.95.

—Second Floor, Capwells

"Pollyanna" Athletic Underwear for Women

Men have worn cool and comfortable underwear for a long time, and gradually women are profiting by their example. Dainty and easily laundered, athletic union suits for women are being recognized as the most sensible garments for summer and vacation wear.

The "POLLYANNA" garments come in cross bar, striped and plain weave and in both white and flesh. They range in price from \$1.25 to \$2.75 garment.

Van Raalte Silk Underwear

Here at last is fine silk underwear at a price within the reach of all. Made from the best raw silk, comfortable and luxurious as well as durable.

Van Raalte Silk Vests—Sizes 36 to 42. \$1.95.

Van Raalte Silk Bloomers with reinforced seats, sizes 6 to 8. Price..... \$2.95

(Second Floor, Capwells)

Beginning Monday
and Lasting All Week

10 to 25% off on all Picture Frames

A clearance and stock reducing sale for one week only. Both stand and made-to-order frames included. Bring your pictures in and have them framed while this reduction sale is in progress.

(Third Floor, Capwells)

New Arrivals in Nemo Corsets

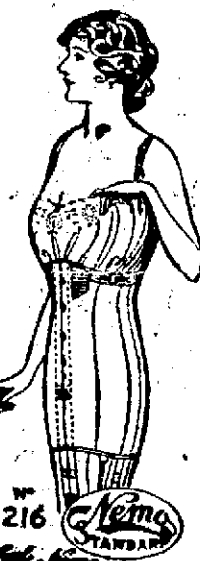
Styles for all women

NEMO CORSETS for slender figures, for women of average build, and for women of a larger size. Exclusive Nemo specialties for the promotion of health are included in many models.

Nemo Self-Reducing Corsets,
Nemo Back-Resting Models,
Nemo Wonderlift and
Nemo Kop-Service Corsets
are famous for their health-giving.

All are fashionable in style, being made on latest lines for Fall, but much more than that, each Nemo model is of some special service. Nemo Corsets range in price from \$5.00 to \$9.00.

Three low-busted models in Nemo Self-Reducing Corsets, light in weight and cool. Semi-elastic top and long hips. Exceptional value at \$8.00.



216
Nemo
STANDARD

Second Floor, Capwells

Fashionable New Blouses

Overblouses of georgette and crepe de chine are decidedly the vogue for Fall. Silk and wool embroidery, laces, beading and frills trim them, and there are ever so many neck styles to choose from. The new blouse shades include conard, mohawk, hisque, white, flesh, navy and black. Priced from \$9.50 to \$32.50.

—Second Floor, Capwells

Just 3 Days More
of the J. J. Krieg Co.

Our Entire Stock of
Furnishings is Also
Included in this Sale

CLEARANCE

Hart, Schaffner & Marx
And Adler Made Suits

Reduced to

\$30 **\$35**

For All \$40.00,
\$42.50 and \$45 Suits

For All \$47.50
and \$50.00 Suits

\$40

For All \$52.50,
\$55 and \$60 Suits

¶ This clearance has proved the sensation of the year—from every section of the bay district have come shrewd buyers to take advantage of the savings they KNOW are offered in a J. J. Krieg Co. Sale.

¶ We're making room for fall goods. Prices have been dropped to the lowest level—every suit is included—summer weights as well as all-year-round weights.

¶ Remember—you've just three days left.

J. J. Krieg Co.

Fruitvale Ave. and East 14th St.

FRUITVALE

GOLDWYN ABOLISHES STAR CONTRACTS; PLAYERS HIRED BY DAY



VIRGINIA VALLI.

About Them!

Molly Malone has just been signed for a Peter B. Kyne story. Justine Johnstone is seen smoking the pipe which she learned to use in London. Virginia Valli is being featured by Metro. Virginia Fair won the coveted plum as leading woman in Kipling's "Without Benefit of Clergy." Ruth Roland wears a Chinese costume in her latest serial!

MOLLY MALONE.

JUSTINE JOHNSTONE.

Miss Johnstone Becomes Pipe Smoker?

"Now I am learning what men mean when they hate new pipes and treasure old ones," said Justine Johnstone, Redart beauty, arriving at New York from London, with her pipe between her teeth. For the famous star, who "ran over for the week-end" to see the Dempsey-Carpentier fight, has acquired the British habit—or is it a talent?

She says that hundreds of women smoked their brains in comfort as they watched the international polo matches at Hurlingham. But, shucks! That's nothing—our great-grandma was an energetic smoker on the corn-cob.

Miss Johnstone will return soon to London, where she is working on a picture.

Elk Likes "Peaches."

Buster Keaton agrees with several score Elks that Natalie Talmadge is a peach and also a very interesting personage. One of these Elks, who had failed to catch her name when introduced, insisted on dancing with Natalie three times in succession. He was an energetic stepper, a voluble talker and an ardent swimmer. When they stopped dancing the Elk whispered to Buster: "She's a Peach. I like her."

"Let's call on her," suggested the Elk. "All right," said Buster. "The story ends here. These in the know insist that the Elk was given a great surprise."

FLICKERS

Wallace MacDonald, screen writer, is now directing Justine Johnstone in a five-reel western. Carter De Haven wrote the story.

Katherine MacDonald is reported to be vacationing at a mountain lake not more than a hundred miles from Los Angeles. She is enjoying a plunge in the waters of the anonymous lake.

Cheers for the one flowing bowl of Omar Khayyam and cheers for the once foaming beer of America were given by 100 St. Louis Elks at the studio of The Publicist, Inc., where they saw Ferdinand Earle direct Frederick Warde as the Persian poet.

Monroe Salisbury's next picture will deal with Spanish history. Mabel Normand is now on her way to "Roxey Parca."

Mary Miles Minter, according to late reports, is preparing to tear herself away from Lake Lucerne and the beauties of Switzerland, to journey down to Italy and pay her respects to Rome, Florence, Genoa and Venice.

Mr. and Mrs. Carter de Haven have left Los Angeles. The two De Havens, who will spend the rest of the summer at Atlantic City and visiting around.

Charles Adolphe's mother and sister have come from Winnipeg, Canada, to Los Angeles. They intend making their home with her.

Girl Employs Suggestion to Win Place

After a vacation of a year, Miss Valli has returned to the screen as leading woman with Bert Lestell in his latest Metro pictures, "The Man Who," "A Trip to Paradise" and "Junk."

By Virginia Valli

There was psychology and system in the manner by which I broke into the picture. It all happened back in the good old days of the 1910s. I lived in Chicago—in fact, I have lived there most of my life—and naturally the studio is in Chicago.

However, I never mentioned my desires to anyone—my family being definitely opposed to careers for their women folk.

Just the same, I held firmly to the idea—and one day I managed to intrigue some friends who had an entrance into the studio to take me along.

I shall never forget how carefully I dressed and how I tried this and that effect before leaving home.

When we got inside the doors and were watching a scene being made on a set I concentrated on the director.

Silently, I kept saying to him: "Look at me—I'm a type, look at me, look at me, you want me to go into pictures, you're going to get me, I'm going to get in. I'm going to get in."

In about ten minutes he walked over to me and after chatting a few minutes with my friends, asked me if I had ever thought of going into pictures.

Enthusiastically I said, "Yes, yes!" Then he inquired if I wouldn't like to consider the idea, and told me that I was a "find" and that he would be sure to succeed on the screen.

VIRGINIA FAIR.

American Theater Owners Oppose High Tariff on European Films

American theater owners, according to their answers to a questionnaire sent out to more than 500 theaters, oppose the proposed First National franchises, are on the whole opposed to a high tariff on foreign motion pictures.

Most of the exhibitors favor, however, predatory studies on German films coming to this country in view of the Chicago non-importing policy.

The exhibitors agree that Germany is fostering her own picture industry at the expense of the industries of other nations, while those nations are permitting German films to come in almost duty free.

In the ratio of more than 5 to 1, the First National investigation shows American exhibitors ridicule the idea that there is any "foreign film peril."

It is foolish, say American exhibitors, to expect foreign picture players to be the forerunners of picture the American market, as before the war, only the cream of

European photoplays those which have a spectacular or world-wide human appeal, will find a market in America.

This exhibition is generally desirous of the European picture, in preference to the American, because, unless the former has some kind of fundamental appeal and quality, they would make it impossible to show.

"I remember the European picture was good before the war," writes one exhibitor. "Then after their live and six reels, had been cut to two reels they dragged inextricably. They don't know how to cut their pictures for American audiences."

"I don't say that we are right and they are wrong. It is just a difference of temperament. European pictures are not cut for American audiences."

"I think the real reason why European films are so popular is that they are more artistic and that foreign directors desire to waste a lot of time and money in the art of achieving the most artistic and beautiful scene and stage and what is known as important scenes when they were filmed. In that way they are the authors who cut out the best from their picture books. That is not waste. It is art to know what to cut."

RUTH ROLAND.

Alice Terry to Wed Man Who 'Made' Her New Bombshell Hurlled in Picture Camps

The engagement to marry of her Ingram, producer of "The Four Horsemen," and Miss Alice Terry, star of the same picture, has been announced. One of the bargains made is that Miss Terry shall return from picture to the wedding day.

Film folk generally consider that Ingram "made" Miss Terry when he cast her for the leading role in "The Four Horsemen," the picture in turn "making" Ingram himself.

The date for the ceremony is in the near future and then will follow a honeymoon in Europe.

The engagement is the culmination of a romance that started last summer when Ingram saw Miss Terry among the extras at a Hollywood studio. Struck by her beauty, he offered her a trial in one of the leading roles of "The Four Horsemen."

Miss Terry's screen career has been confined to the Ingram production for Metro. She starred motion pictures which, as a result, are trip last summer to Los Angeles from her home in Vincennes, Indiana. She is now in the city, and is 22. Born in Dublin, he came to America nine years ago and entered the School of Fine Arts at Yale University, which he left to study acting.

He served with the Red Cross during the war.

Lloyd Hughes, featured player in Thomas H. Ince pictures, and Gloria Hope, also well known in pictures, are now enjoying a honeymoon as man and wife. The marriage ceremony was performed after a ceremony that lasted the greater part of a year. The bride is the daughter of Mr. and Mrs. William W. Francis of Los Angeles. She was born in Pittsburgh in 1904 and received her education in Newark, N. J. The honeymoon is a native of Babes, Ariz.

The wholesale salary-cutting begun by the so-called "film trust" continues in full swing in wages have gone into lowest quarters on the film lot, reaching the cameramen, sign painters, electricians and other classes of labor. As a result the latter are on strike in a dozen of the studios and non-union labor is being employed by the companies.

Samuel Goldwyn has joined the high-thrusters among the producers. Two weeks ago Jesse Lasky, vice president of the Famous Players-Lasky Corporation, demonstrated that he knew how to throw a bomb when he announced radical cuts in salaries, etc. in order "to save the industry from disaster." Although not wholly unexpected the Lasky explosion left the denizens of the capital in a state bordering on anarchy and the economic disaster marked by the corporation was forthwith executed. Now comes Goldwyn with the declaration that "there will be no more contracts on the Goldwyn lot."

This is a period of tremendous import. It means that the studio hierarchy will depend upon free-lance players and marks the passing of stars and featured players. Will Rogers and Tom Moore are the last to go.

"We shall engage our actors and actresses as we need them," said Goldwyn. "Also, as soon as conditions are more stable we shall begin production on a larger scale. But business must cost less than they have been costing. Salaries in all departments have been too large. Eighty per cent of our expenditures have been for salaries."

At the same time it is being pointed out that the producers are far from being bankrupt. F. B. Warren, president of a national distributor of pictures, says that during the two months ending May 31, 1921, the government received as its tax upon admissions and upon the film rentals the owners pay the distributing exhibitors \$2,237,710 more than for the corresponding year ending May 31, 1920.

Compact Play Latest Screen Form

Padding is bringing its penalty. Incidents multiply which show a continued reaction of exhibitors and theatergoers against the arbitrary length of five-reel and six-reel plays. If a story can be told in two or three reels, why force an audience to sit through five or six?

Two new incidents denoting the trend of the day have just occurred in the studios. One is the alliance of Bessie Love with Tom Santschi in the production of a two-reel "western," which, telling the same kind of a story that others have stretched into five reels, have proved so popular. The mere fact that two stars of great popularity look with favor upon what from mere custom used to be termed "fillers" (but no longer) is highly significant in itself.

Will Rogers, former Goldwyn star, going into business for himself, will make two-reel stories. "About all the pictures I ever saw wasted from 1000 to 1500 feet of film," he says.

The other incident occurred at the great Capitol theater in New York, largest motion picture house in the world. Convinced that five reels were too much for any summer subject, Manager S. L. Rothman made a test. He picked up Harold Lloyd comedy of three reels as his main feature and filled out his program with other short subjects. The result was a sacrifice of neither patronage nor prestige. The Selig-Clark concern has also been among the leading producers who have led the movement among producers away from the "padded" form and toward the intensive form. In its two-reel productions of standard subjects with such high-grade artists as Lewis Stone, Ethel Grey Terry and the like, it has found popularity and decided advantage in saving by the elimination of needless footage.

The Truth About It.

Buster Keaton wishes the true version of his reported "breakfast nook squabble" with his wife, Natalie Talmadge, to be given as much publicity as was the original story.

"This is how it happened," says Buster: "I invited Harry Brand of my organization over one morning a few days ago to have breakfast with me. Now Harry knows and I know that corned beef and cabbage is just as good a breakfast dish as ham and eggs, although Natalie doesn't think so. We were determined to have our own way. Now exactly what happened was just this: Natalie was standing just this side of the breakfast nook in her blue flannel apron when Harry Brand said:

"Corn beef and cabbage is sure some fruit."

"I replied, 'Yes, but it smells up the house.'"

"Just how the report got about that it was Natalie that said what I said I don't know. All she did was smile in a sort of 'Yes, dear' fashion. I want the world to have the facts straight."

Films for Propaganda

From Lexington, Ky., comes the news that "war on Communism, Bolshevism, Socialism and all forms of government that do not recognize the rights of property and the rights of genius to its just rewards," has been declared by Dr. John J. Tigert, United States Commissioner of Education, as part of the policy of the bureau of which he is the newly appointed head. A campaign for the furtherance of "visual education" through motion pictures also will be undertaken at once.

Lack Picture Minds

"Americans have motion picture minds," says Marie Dora, the actress, and adds, "so have the Germans and Italians. But not the English or French." And, presumably, not the Zulu Islanders or the Igorloots.

Miss Dora has just returned from an extended European tour during which she starred in "Patriotism," an Italian play which will be released here by Goldwyn in the fall. She traveled with her eyes open and her observations awaken thought.

There has been a good deal of talk recently of the competition which European pictures are likely to afford American pictures in the future. The answer to that talk is more or less in Miss Dora's comment: "Americans have motion picture minds," which means simply that Americans have learned to think in pictures when they produce pictures—while most foreign countries haven't.

Screen Gets "Justice."

James Fossick, prominent art director of Selznick Pictures, has gone to England for the purpose of making a thorough study of British court and prison procedure for the guidance of the producing organization in making the screen version of John Galsworthy's drama, "Justice." Fossick is a newspaper man and artist of considerable experience. He will bring back his own sketches and detailed descriptions to make the Selznick production absolutely correct in reflecting the conditions pictured.

Warde to Retire.

Frederick Warde, for nearly fifty years a noted figure of the American stage, will retire to his home at White Lake, New York, in about ten days on the completion of the title role in Ferdinand Earle's production of the Rubaiyat of Omar Khayyam.

NEW BROADWAY
Today and Tomorrow Only
ROMANCE—SPEED—THRILLS
TOM MIX
In "THE ROAD DEMON"
Coming Tuesday:
POLA NEGRE
In "PASSION"



Play Pointers
T. & D.

Somewhere between London and Paris about now William D. Taylor passes Elsie Ferguson, whom he has not seen since he produced "Savage and Profane Love" for the screen. The director is returning from the leave of absence to recover his health after a strenuous year of film work. The star is on what she terms her "savage and profane" tour, where she is preparing to her stage appearance in "Varying Stories."

R. A. Walsh, who will soon begin production of "Kindred of the Dust," with Miriam Cooper in the leading role, is looking for a town with a good syndicate head. It must be a town with big boom, sawmills and front on the ocean. Both Atlantic and Pacific towns are invited to send in descriptions of their available locations.

Charlie Chaplin is going to take six weeks' rest. For the next four weeks he has been busy day and night making "The Idle Class," his first picture since the smashing success of "The Kid." A week will be spent in the city, and the rest of the time he will be in the Raymond theater in Pasadena, where he is appearing in a program consisting of Chaplin, Mary Pickford, Douglas Fairbanks, Robt. Wagner, John McCormick, the staff of the Chaplin studio and friends.

In her new Vitaphone production, "The Single Track," now nearly completed, Constance Binney forsakes for the nonce the life of luxury and ease of a debutante, a young society matron, and plunges into the life of a Western settlement, with all its attendant frontier customs and excitement. Known as one of the most attractively featured women of the screen, Miss Griffith once called and sunbonnet, khaki and sombrero.

FULTON

Maudie Fulton stages her own new play "Pinky" in her own playhouse today. "Pinky" is a tiny girl, alone in the world, a child whose brother was a famous gambler. The brother was shot by a jealous woman of the underworld. "Pinky" is a story of a child who is partly dethroned by that tragedy. This handicapped girl is thrown in with a crowd of high-class crooks, and in a way, is made to serve their ends. Therein comes thrills and pathos, and throughout it all, the famous Maudie Fulton must of will. William Cullen, whose record on the stage is one of twenty years of brilliant service under Frankman and Tolson and Morosco, has been specially chosen by Miss Fulton to create the role of "Mr. S." a beloved, retired millionaire.

PANTAGES

Long Tack Sam and his wonder-workers are coming as heard on the new Pantages show opening Sunday with magic, singing, acrobatics and sensational mid-air performances. Not a dull moment will be experienced. Starting feats are performed on upright bars by Fawcley and West. Tim Whelan and Priscilla Kline have a playlet "Suite Sixteen." Alexander D'Amico has secured the official Tack Hickard Dempsey-Carpenter championship fight picture and will be shown starting Sunday.

CHIMES

Pauline Frederick will be seen at the Chimes Theater today and tomorrow in "The Mistress of Shenstone." As Lady Maria Durbelle, an Englishwoman who has been reared in the lap of luxury and suddenly finds herself to face with the stern realities of life, Miss Frederick is seen in the most emotional roles of her career. The cast includes Roy Stewart, Emmett King, Helen Wright and Reginald Ingham.

On the same bill will be seen Katharine Lewis in "Curium."

NEPTUNE BEACH

Price Miller, a young aviator veteran of the world war, will make a 2000-foot parachute drop from the Clark's airplane as the chief attraction at Neptune Beach, this afternoon. The show will be a special 25-foot spread parachute, and will land in San Francisco Bay just off Neptune Beach. Wrestling under the auspices of the Pacific Association of the A. A. U. aquatic events in the big outdoor swimming pool, and a band concert by Professor Schultz will complete the free attractions of the day.

ARCADIA

A public wedding will be held at the Arcadia Dancing Pavilion Thursday evening. Harvard Night, at 10:30 o'clock. The bride and groom will be the recipients of many presents as well as a cash present from the Arcadia management. The leading queen contestant for the Farm Products Show at Hayward will be present. The grand prize drawing will be given on Tuesday evening.

NEW FRANKLIN

Donn Byrne's story, "The Woman God Challenged," yesterday started on its third and final week's run at the New Franklin theater as part of a program including Harold Lloyd's comedy, "Among These Present," and the comic "Tommy Sank Shallow." "Why Women Love Caviar," by Thomas McMorrow, first appeared in the Popular Magazine. The Saturday evening story, "Gloria," written by Hugh Wiley, was filmed as the third episode by Mr. Neilan in San Francisco's Chinatown. The last chapter, interwoven deftly with the other three, is entitled "Under Other," and was written by Marshall Neilan himself.

KINEMA

"Buried Treasure," a new musical act by Prince Lei Lani and his troupe of Hawaiian singers and dancers and the African jungle picture, "The Lion Killers," combine to make the new bill at the Kinema theater this week of top attractions.

"Buried Treasure" is the story of a Wall Street pirate's daughter, and the African jungle picture, "The Lion Killers," is the story of a man who took her from life to an exciting treasure-hunt with flashbacks to the days of the Spanish Main and the merciless pirates of the days when there was no safety on the seas.

"The Lion Killers" is the second in the series of jungle pictures by Dr. John Leonard VanDerburg, the Oakland priest and explorer.

AMERICAN

"Snow Blind," from the famous novel by Katherine Neville Hart, and "The Magic Cup," with Constance Binney are the two features of the double bill commencing today at the American. "Snow Blind" is a story of the North, in which a girl finds the light of love even amid the strangest phenomenon known as "Snow Blindness." The story is told in a series of tense dramatic situations and masterful climaxes. "The Magic Cup" is a whimsical comedy, woven with all the original tricks of the play that E. Lloyd Sheldon has been able to devise in his various famous stories.

FULTON

The beautiful drawing-room theater of Fulton at Franklin and 13th St. Phone Lakeland 73. Beginning Sunday Matinee Today FIRST TIME ON ANY STAGE Maudie Fulton's Newest Play! A masterpiece that will be worth one cover to "The First and the Humming Bird," the finest thing to come from the powerful pen of the favorite actress and playwright.

KINEMA

NOW PLAYING "BURIED TREASURE," Vandenberg's "LION KILLERS," and Ed Lani's Hawaiian Troupe. Coming Saturday—"Crazy to Marry."

FRANKLIN

Third Final Week "THE WOMAN GOD CHALLENGED," Harold Lloyd's "Among These Present," and Tom Sank's unique shadow play, "Why Women Love Caviar." Central Oakland Station.

Quick Race in Pictures May Take Days

When an actor, all wrought up in the moods and calisthenics of his art, dashes into a house to save the hero, it is a quick trip—on the screen. But in reality it may be days before the hero reaches the side of his imperiled sweetheart.

When the thrilling rescue begins the camera is "shooting" an exterior setting. The moment the hero passes through the door that particular scene is finished. He is "picked up" perhaps a few feet later, still making his hectic dash on the inside of the house, which means that another setting has been created to represent the interior.

"A little pair of shears in the film-cutting room is the annihilator of interior," says Wesley Ruggles, who is directing the Oliver Morosco Productions' dramatization of "Slippery McGee" at Natchez, Miss. "Mechanically, it is easy enough. But to connect up the 'emoting' is not so simple. In the lapse of the week the hero's ardor might have cooled while meantime doing probably a dozen or more other scenes.

"We are matching up all the scenes in order just as they will appear on the screen. If, for instance, Wheeler Oakman, who is appearing in the title role, comes into a room after having had a turbulent scene outside, we re-arrange the outside business so that he is in the proper and fitting mood when he appears before the camera.

"To meet the various experiences in filming a story, we shoot haphazardly—that is, the scenes are not taken in their natural sequence. Our camera schedule is carefully laid out and while it may appear crazy for us to be photographing some of the last scenes first and some of the opening episodes last, we are the procedure in what to us is a perfectly orderly fashion.

"We have to use extreme care, however, that the action carefully grooves in. And also that the actors, meantime, have not switched clothes. It would appear very ludicrous to have a man start into a room wearing a dark suit and arrive there an instant later all togged out a la Palm Beach. Yet such things, in a lesser degree, have happened repeatedly in pictures.

New Kind of Picture.

Something new in the photoplay line is Marshall Neilan's "Bits of Life," which had its world premiere at the Raymond Theater in Pasadena last Tuesday night. It is a closely woven drama of four episodes, written by four authors and knit together by Lucita Seger of the Neilan scenario department.

The first episode is adapted from "The Man Who Heard Everything," a smart set story by Walter Truett. The second episode, "The Bad Samaritan," by Thomas McMorrow, first appeared in the Popular Magazine. The Saturday evening story, "Gloria," written by Hugh Wiley, was filmed as the third episode by Mr. Neilan in San Francisco's Chinatown. The last chapter, interwoven deftly with the other three, is entitled "Under Other," and was written by Marshall Neilan himself.

Films for Russians.

Trains equipped with motion picture machines and films are being run through Siberia, giving exhibitions at each railroad station, according to Julius Kohner, Czechoslovakian cinema authority and publisher of "Filmweek," one of the well known international trade journals, who recently arrived in this country. The Soviet government is strongly in favor of the development of motion pictures and is paying great attention to the community effects of "movie" theaters, he says.

The government has encouraged the creation of picture playhouses, which are operated by a commission of the Soviet government. There are today some 3000 picture houses in Russia and more are being added constantly. A large opening awaits American pictures in Russia as soon as trade agreements are established between the two country and the United States.

Lewis With Griffith.

Sheldon Lewis, who has been appearing in vaudeville with his wife, Virginia Paulsen, has signed a contract with D. W. Griffith to play the part of Jacques in the forthcoming production, "The Two Orphans." Perhaps never before have so many persons been "brought out" for a part, the score being over sixty at the end of the third week. To enable him to accept the contract, it was necessary for Lewis to cancel his bookings over the vaudeville circuit, which was recognized as one of the highest paid acts.

Walthall Returns.

An all-star cast engaged to produce a James Oliver Curwood story in picture form was one of the events of the month at Vitaphone's Hollywood lot. Henry Walthall, Pauline Starke and others whose names are notable in the picture world will be seen under direction of David Smith in "Power of the North."

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Peggy O'Neil Captivates English

Peggy O'Neil,

Former

"Peg o' My

Heart" Star.

Who Is

Taking

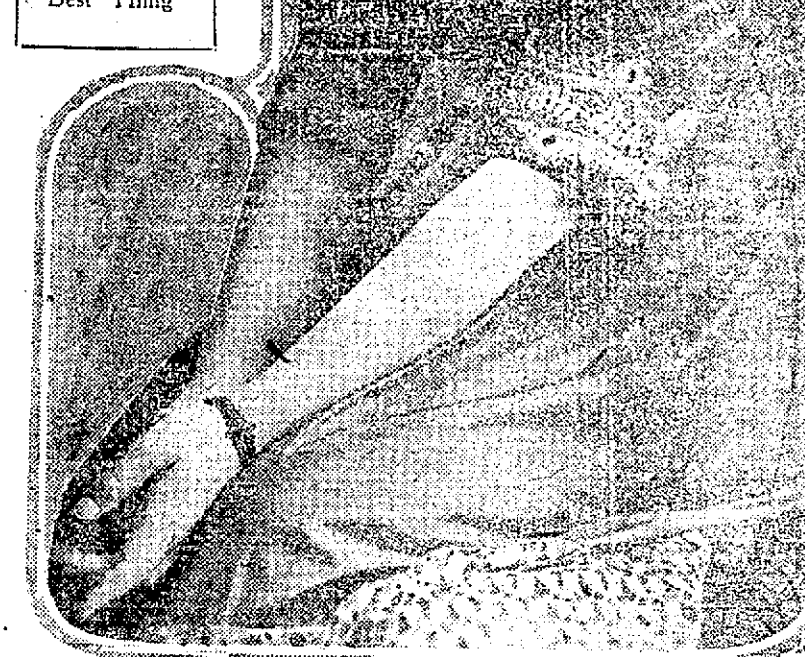
Blase London

by Ears

in "Paddy,

the Next

Best Thing"



By Roswell Dague.

LONDON, July 23.—When an American makes a success abroad in any form of artistic endeavor,

there is a distinct temptation to wave the Stars and Stripes. Your average Englishman or

Frenchman or German considers us an inartistic nation, whereas we know that they may have our crudities, but we are genuinely appreciative. So when an American comes and conquers London, a person can't

help adopting an I-told-you-so attitude.

Just at present there's a girl from Grand Rapids, Mich., who has been knocking 'em in' at one of London's theaters for more than five hundred performances. The English probably haven't been as downright enthusiastic over any one since Laurette Taylor first played "Peg o' My Heart" here for months on months. Or since Doris Keane first triumphed in "Peggy O'Neil."

Some eight or nine years ago, when "Peg o' My Heart" was devastating the country, Miss O'Neil was one of the innumerable New York girls who were on the road for two or three seasons. I think, and some people claimed that she was much better than Laurette Taylor. New York's first played "Peg o' My Heart" here for months on months. Or since Doris Keane first triumphed in "Peggy O'Neil."

When she did at last get an opportunity in the neighborhood of Forty-second street, she didn't excite the natives to any great degree. I remember seeing her in a musical version of Avery Harrwood's and Mary Roberts Reinhardt's old farce, "Seven Days." called "Tumbled In." I think she had her vivid red hair and her zippy ways, but it didn't seem to me that she was any one especially clever. So when I heard she had created a furor in London I wondered.

Recently "Paddy the Next Best Thing," the comedy in which she is featured, has celebrated its five hundredth performance. I shouldn't be surprised if they celebrated its thousandth in 1922. At all events, I went, and I heard, for I had a very good chance to see how London theatergoers behave where one of their favorites is concerned. There were flowers by the bushel, and speeches, and storms of applause. If I were

Peggy O'Neil I don't think I'd ever worry about appearing on Broadway again.

The other day at the American Club I picked up a copy of Life. The dramatic critic, George C. Beachley, I first knew when we both labored on the New York Tribune, several years back. So I always read with much interest what he has to say. In this particular issue he laments over his selection of the ten worst plays. Among them was "Paddy the Next Best Thing." I guess it was a pretty disastrous failure on Broadway, where I understood it was sadly misused, especially as to "Paddy." If Peggy O'Neil had done the part there I have an idea there might have been a different story to tell.

Of course the play really is junk, from the "naturalistic" standpoint. But then, how true to every-day life was "Peg o' My Heart"? Yet the latter was delightful entertainment—and so is "Paddy," properly acted. The fact of the matter is "Paddy" might very well be mistaken for "Peggy O'Neil." It's so much alike. Gertie Page wrote "Paddy" first in novel form, and then Gayer MacKay and Robert O'Neil dramatized it. All three are probably making a neat nest-egg out of it.

There isn't much plot to the story. "Paddy's" father had hoped for a boy, and instead he got a daughter, whom he called "Patriarch." And "Paddy" was the next best thing to a boy, for when she grew up she proved to be the most incorrigible scamp of a boy. In addition, she was Irish—which makes for trouble. You can't remember what a trying person "Peg o' My Heart" was in said, proper circles. "Paddy" is the same sort of a girl.

And the vivid red hair and zippy ways of Peggy O'Neil, which I liked in New York, are making the most of in London. In addition, the actress has an almost uncanny skill in making her points. One might say she has you suffering from a lump in your throat, and then she bangs you are laughing uproariously. And how the London audiences rise to her! It's a joy to see an actress who has her audience in the palm of her hand as Miss O'Neil does.

The Man From Home was not with me the night I saw "Paddy." He was seeing the Russian ballet—and being unutterably bored. But afterward he happened to be at the Embassy Club for supper and Peggy O'Neil, following her five hundredth performance, joined the party. She said it was hard to realize that she really had made such a success in London. There's no doubt of it, she has. And what's more, we Americans have no cause to apologize for American actresses of the caliber of Peggy O'Neil. She may not be great, but she makes most of the English leading women look dull and mediocre by comparison.

American

COMMENCING TODAY

Another hit of the season

"SNOW BLIND"

By Katherine Neville Hart, author of "The

franchise iron," with an all-star cast

ALSO

CONSTANCE BINNEY

In E. Lloyd Sheldon's romantic comedy

"THE MAGIC CUP"

Topics of the Day

JOHN WHARRY LEWIS and his orchestra

JOHN WHARRY LEWIS and his orchestra

JOHN WHARRY LEWIS and his orchestra

JOHN WHARRY LEWIS and his orchestra

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JOHN WHARRY LEWIS and his orchestra

JOHN WHARRY LEWIS and his orchestra

JOHN WHARRY LEWIS and his orchestra

UN-EQUALLED VAUDEVILLE

Exclusive Official Tix Richard

Dempsey - Carpenter

Light, Pictures, Showing, Harry

Long Tack Sam Troupe

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Other Big Acts

Rogers Leaves Goldwyn With Miss Rich

About a year ago Will Rogers remarked, through the Goldwyn press department, that Irene Rich was the most beautiful and accomplished of the screen's leading ladies, and that she made an ideal foil for his own particular type of beauty. It is fitting, and not unexpected, therefore, to see that Miss Rich is announced as leading lady opposite the famous cowboy star in his first independent production, which starts this week at Rogers' west coast studios.

Both Will Rogers and Irene Rich are now "free-lancing," their respective contracts with Goldwyn having expired. Rogers is to make a series of independent productions, and charming Irene will probably support him in all of these in which the leading feminine role fits her type, so the Will Rogers-Irene Rich combination, which has been so enjoyable to the picture "fans" in the past, is likely to be seen quite often.

Mix Sees Hylan.

"My tongue is all sunburned from gaping up at the tall buildings," said Tom Mix to Mayor Hylan of New York City after he had been forty-eight hours in the metropolis.

The famous Western star of motion pictures came East with Mrs. Mix and Lee Moore, his trainer, for a vacation as the guest of William Fox, his producer, and the first person he chatted on after he got settled was the mayor of the city.

"Say, that's a dandy suit you have on," suggested the mayor, while they were posing for the motion picture cameras in front of the City Hall.

"You can have it if you like it," replied Tom, smoothing out his white whiskered shirt. "I've got about fifty suits, and if my wardrobe gets any bigger I'll have to build a house for it."

"I don't think the suit would quite fit in New York," replied Tom. "I don't belong here. The place is too big."

Molly Malone Signed

Molly Malone has been signed to appear as leading woman in Peter B. Kyne's "The Sign of the Cross," soon to be filmed by Reeves Eason. Hoot Gibson will play the title role.

Molly is a little person, with short, brown hair and a serious, childish face. For a part of her life she lived in Africa. "Well, then, a few years ago we came home, and I joined the movies along with everyone else—and I suppose I made good, because Goldwyn offered me a contract," she says simply of her career.

Molly is not yet 25. Her biggest parts so far have been in "Just Out of College" and "An Unwilling Hero," with Will Rogers. She wears flucky little sports clothes usually, brown, to match her hair and eyes.

Elks See Movies

During the E. P. O. E. convention in Los Angeles recently, many parades were held through the city's streets in honor of the visiting Elks. In these parades the motion picture studios of Hollywood were represented. Hamilton-White Comedies, Inc., which organization stars Lloyd Hamilton, were in two of these parades and carried off first prize in both. The company entered two large automobiles in the procession. The cars carried a group of its mermaid bathing beauties, attired in their official costumes. More than 100 Elks visited the Hamilton-White studios one afternoon and with the girls acting as guides the delegates were ushered through the studios.

Dempsey Embarrassed.

When Winifred Westover, Solange Lewing lady, recently had a call on Jack Dempsey she put on the gloves with the champion and dared him to hit her. Jack took the dare and just to relieve him of further embarrassment, Miss Westover played him one dead of "Black Jack"—and won a dollar and nine cents.

Wonderful Picture Eyes Win for Girl Over Scores of Other Aspirants



Here's the latest screen find of the young Kathleen Key. When Ferdinand Earle wanted an ingenue to play the part of Sherin in "The Hunchback of Notre Dame," scores of pretty girls applied for the part in person and sent voluminous photo albums showing their facial pucker. Little Kathleen Key, however, merely sent a photo of her eyes, which you see above, and was chosen for the part. Producer Earle considers her the greatest find of the season.

American Films Invading Germany

"Carrying coal to Newcastle," Metro will do it with a vengeance—and with a profit! For "The Four Horsemen of the Apocalypse," Metro's great epic of mankind's most colossal waste, is going to be screened through the length and breadth of Germany.

The Germans sent "Passion" to us with pride. They proclaimed Pola Negri and Director Lubitsch the greatest artists in the world in their work. All of which has its answer in Rex Ingram's magnificent silent drama from Blasco Ibanez' famous novel. And the answer is going over—right over to Germany.

However, American films have been going to Germany for some time. But not many of the quality of "The Four Horsemen" have gone over.

PICTURE QUESTIONS ANSWERED

Conducted in cooperation with First National Exhibitors. Questions will be answered except those calling for lists of addresses, which may be obtained in motion picture directories at any public library.

JATSY—Lon Chaney is working at present on Marshall Neilan's latest production "Bits of Life." This picture will be released in the fall. Does that answer your question? Buck Jones is on the right side of 20. Mary Miles Minter has at last passed the 16 mark. I think she must be 18 by this time. Harrison Ford is 28.

E. D. BEE—Perhaps you do not know that the Bible stories have been used a great many times on the screen. Such a wealth of dramatic situations naturally would not be overlooked by the producers. A dramatization of these stories obviously could not be copyrighted, and the writer or adapter would not have the same right as the writer of original scenarios.

PILM PAM—Dorothy Gish's hair is not blonde and black. That is a wig. Her own hair is long and blonde. She has worn the black wig ever since she appeared in "Hearts of the World."

Arthur R.—Vera Golden was the star of "The Greatest Love." Her next picture will be "The Provider," an adaptation of a Fannie Hurst story. Dorothy Phillips, James Kirkwood and Robert Cain took the part of Victoria. David and Schuyler respectively in Allen Holubar's super production, "Man-Woman-Marriage."

Dimitry—Alice Terry was born in Vincennes, Ind., nineteen years ago. Besides being a beauty, she is an actress of unusual merit. I am not surprised that you fell in love with her in "The Four Horsemen of the Apocalypse." She is soon to appear in the lead of "The Conquering Power," an adaptation of Balzac's "Eugenie Grandet."

RIGHT OF THE REEL

Two of the screen's early matinee idols are working together at Universal City. Harry Myers, the famed "Connecticut Yankee," and one of the original Lubin stars, is playing opposite Marie Prevost in "The Girl Who Knew All About Men" and King Baggot, former heartbreaker, is directing.

When Maurice Tourneur puts Blackmore's famous novel "Lorna Doone" into picture form, Noah Beery will play the role of Carver. Beery's character work has scored heavily in such successes as "Bob Hampton of Placer," "The Red Lantern," "Lucky," "The Sea Wolf," "Dinky," "Go and Get It," and "The Mark of Zorro."

Bill Duncan, Vitaphone star, is a native of Scotland.

A movement is under way to establish in Southern California a permanent motion-picture exposition. At yearly intervals the various aspects of film-making will be on view.

Charles Ray has started work on his tenth production for First National release. The title of Ray's latest photoplay is "Gas, Oil and Water," from the story by Richard Andri.

Viola Dana has been a screen darling for almost ten years.

CINEMA CLOSE-UPS

Ferdinand Earle has copyrighted his dramatization of Omar Khayyam's "Rubaiyat" and even filed separate papers covering the detailed working scripts, so his research and labor of years is well protected.

Among the massive sets constructed for "The Three Musketeers," which is to be Douglas Fairbanks' most ambitious picture, are the drawing-room of the Duke of Buckingham and the spacious, ornate palace suits of Louis XIII.

Harold Lloyd's latest comedy will be known as "Look Before You Leap."

Carrie Clark Ward is supporting Wanda Hamley in her current silent picture, "The Love Charm."

Marshall Neilan is figuring on making Booth Tarkington's great kid story, "Penrod."

Wall Street Pirate's Daughter Hunts for Romance; Finds Chest Of Treasure in Kinema Film Play

There is adventure and entertainment in every foot of the trend-mongering feature, "Buried Treasure," this week's attraction at the Kinema. The story is of a beautiful daughter of a financial giant who is suddenly seized from the brilliant surroundings of a New York masquerade and back to the days when fierce pirates fought and terrorized the seas.



Romantic melodrama, "Buried Treasure," on same bill with Dr. Vandenberg's "Lion Killers" at the Kinema this week.

Princess Lili Lani is being retained by Hawaiian singers and dancers for a new musical production. Advertisement.

Sennett Girls "Loaned" for the Summer

These Mack Sennett girls are being loaned to their vacation spot at Katonah, N. Y., for the summer. The girls are being loaned to the Katonah resort for the summer. The girls are being loaned to the Katonah resort for the summer.

On the occasion of his duties in Mack Sennett's "Molly O'Connell" Sennett, who played the lead in the picture, was loaned to the Katonah resort for the summer.

Don Tatum, who played the lead in Sennett's "Molly O'Connell," was loaned to the Katonah resort for the summer.

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What Has Become of—

Will M. Rimes, production manager of the Roca Company, wants to know what has become of—

The old-fashioned star who acted her head off for \$25 per week?

The old-fashioned actress who made good pictures for \$100 per week?

The old-fashioned picture that made three advertising spots for the screen between each?

The old-fashioned picture who was glad to sell a group for \$200 and there is a "can't"?

The old-fashioned picture who didn't use comic strips, but was a success in the same way?

The old-fashioned picture who used to sell a group for \$200 and there is a "can't"?

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Jolt Given to Precedents By "Over Hill"

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Cruising in South.

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Barthelmess Is Subjected to Real Sunburn

With the news that this year physicians are moving with many cases of fatal sunburn, there may be cause for apprehension on the part of the addressers of that Adonis of the screen, Richard Barthelmess, who has recently been promoted to stardom. Blood infection is said to be the peril of victims from whom Old Sol has peeled the entire protection.

If the reports about the physical dangers, as well as the discomforts of sunburn are true, Director Henry King has incurred the wrath of the Barthelmess worshipping by sending their hero out to contract deliberately one of these cases of torment and peril. However, as it was done in the sacred cause of realism, King's extreme may be forgiven if all turns out well.

From the West Virginia mountains, where the director star and company went to get scenes for "The Sign of the Cross," comes the story of this sacrifice in the name of art. One of these demands that the hero should exhibit evidences of sunburn. The artists at once agreed to write and illustrate a series of newspaper articles and is "brushing up" her sketching. Off-stage, Miss Davis is a clever pen-and-ink artist.

May Allison pictures, taken several years ago, continue to be hot favorites wherever shown.

Oriental sets of unusual magnificence are going up out at the Brinton studio for the forthcoming production of Richard Walton Tully's "Omni, the Tent Maker."

Jackie Coogan's Plans.

Jackie Coogan's father is at the head of an organization that will feature Charlie Chaplin screen proteges in five pictures within the next twelve months. Work on the initial picture will start August 1.

Coogan senior has no affiliation with producing or distributing organizations, but plans to have a personal representative to immediately begin a tour of the principal cities of the country with the purpose of visiting all of the leading exhibitors and presenting the future Coogan pictures from exhibition angles. In this manner, according to Coogan senior, every exhibitor will have a fair and equal chance to bid on the pictures. Jackie is now in his sixth year and is said to be entirely recovered from his recent severe illness.

Jack Gilbert, Fox star, is to be featured in a Clarence Budington Kelland story, "Hidden Springs."

Lawson Butts will have an important role in Richard Walton Tully's production of "Omni, the Tent Maker."

Marshall Neilan is figuring on making Booth Tarkington's great kid story, "Penrod."

Carrie Clark Ward is supporting Wanda Hamley in her current silent picture, "The Love Charm."

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BEGINS TODAY

CHARLIE RAY

THE OLD SWIMMIN' HOLE

PAULINE COLVER

THE LURE OF YOUTH

SALVAGE

A Ballad of Boy Days and Joy Days

Mr. and Mrs. Theatre-goer: It is with Great Pleasure, I call your attention to the Wonderful Big Bill Playing This Week. In my opinion it is the Best Show in Oakland this year.

FORMAN AND HIS 23 SOLOISTS.

Oakland T. & D. Theatre

LOEW'S STATE THEATER

DIRECTOR ACKERMAN & HARRIS

GARRETH HUGHES

—IN—

"THE LURE OF YOUTH"

V-A-R-I-E-T-I-E-S

PAUL ASH conducting the State Orchestra
12 NOON TO 11 P. M.

Coming "THE CONCERT"
Wednesday GOLDWYN'S GREATEST PRODUCTION

LOEW'S STATE THEATER

BOOK REVIEWS AND LITERARY NOTES

The Anglo-American Future

A. G. Gardiner, British Liberal, Writer and Publicist, Discusses Current Questions in Penetrating Manner—Criticizes Anglo-Japanese Alliance.

Has the tide of American idealism been stemmed with our entry into the League of Nations and does the hope of the world for peace depend upon a new flow which will bring with it an Anglo-American agreement and understanding?

A. G. Gardiner, leading British Liberal, writer and publicist, poses, perhaps, the most outspoken and unbiased mind in his country when it comes to the expression of the relations of the two nations, the causes for distrust and the necessities for mutual action. In his book "The Anglo-American Future," Gardiner impresses the reader first of all with his absolute lack of that autocratic American bestow upon most Britons, the posture of superiority. His is not the view of the Imperialist versus the Colonial, and he is an Englishman who can see England's faults. Indeed, because he would aid his own countrymen in an understanding of the need for closer bonds he emphasizes more strongly the obstacles British sentiment and British anti-Americans have put in the way that he does those obstacles built in this country.

The outstanding declarations in Gardiner's book strike directly at the causes for differences in opinion between the two countries. There can be no Anglo-American understanding, he says, until Britain has settled the Irish question. England must also renounce any alliance with Japan, for such an alliance in present-day world policy is without place or excuse. Having done this, the English writer says, the next step should be a move for the pooling of the British and American navies, so that there shall be no more war.

His proposal, upon reflection, and viewed in the light of what was done following 1812 on the Great Lakes as well as in the light of our record of harmony with Canada along 4000 miles of unguarded front, is not so astonishing as might appear at first. Certain Gardiner puts the case convincingly and well.

Gardiner believes devoutly that if the key to the puzzle of this distracted world can be found to rest in any single fact, it is to be found in the relations of the British commonwealth and the American commonwealth. England and the United States, he points out, are the only nations to emerge from the war relatively unharmed, and their escape was due to the fact that they were not a part of the continental system. They must be for a long time to come the supreme power in the world's affairs, and the world will be in their hands to make it.

Just as the German naval menace has been wiped out and is no more to be considered, there are many other changes that came with the creation of a unit of world problems. In the new conditions the isolation accorded by the Monroe doctrine is irretrievably involved in the web of world affairs. The water-tight compartment is gone.

The writer discusses the two peoples through history, comments on their quarrels, on the misconceptions and the divided sentiments. "There has been throughout," he says, "a startling discrepancy between temper and action. Wisdom has prevailed, but the positive spirit of friendliness has been lacking. We have been like two men who have acted righteously toward each other, but cruelly and selfishly. Our works have been better than our will."

The causes for this attitude are, of course, generally understood. School books tell the American youth of two times when British troops landed on our soil. The traditional friendship has been toward the France of Lafayette. Too little has been understood of the feeling of the common foe of the part Britain played in our civil war. Britain refused to aid us in the war of 1812, and of the incident in Manila Bay when the British warship was ready to stand by to rescue against the German ship.

By this last incident Gardiner summarizes, says not a word. The American conception of the Englishman, Gardiner believes is as wrong as the British idea of the American as a money-grubbing fellow who talks through his nose and carries a revolver in his belt. But the British writer admits that we have had provocation for our belief. While America has sent expeditionary men to England as conquerors, for the most part the Britons who have come here were driven in the old school, the titled and aristocratic circle that has not forgotten us for being a republic and their attitude and assumption of superiority have aided in drawing the measure of John Bull.

The alliance with Japan, says Gardiner, going down to times of immediate import, an alliance that has never commanded the popular approval of the English people, may have been defensible when Imperial Russia seemed a menace to our Asiatic interests. It is utterly indefensible now that that menace has disappeared. The alliance has been thoroughly vicious, and it is the least a consenting party to the ambitions of Japan and China and criminally silent about such infamies as those practiced by Japan in Korea.

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But the weightiest objection to it is the fact that it offers a fatal barrier to the establishment of a sound understanding with America.

When words such as these are written in England by an Englishman, at a time when Lloyd George seems bent on perpetrating the Japanese alliance, they may be accepted as proof of the fact that the artful and biased writer does not represent the British sentiment.

Gardiner takes issue with the Englishmen who contend that America has no right to be interested in the Irish question. He points to the number of Irish in this country and the fact that the problem appears to many Americans as "the great barrier to be removed before an understanding may be reached as reasons for a pertinent concern here. "Why don't you settle the Irish question?" he says is what is asked of every Briton who visits our shores and the question reveals the genuine hope that this barrier may be removed.

It will be admitted by students of American history that the Monroe Doctrine relied to great extent on the British fleet. Germany would have colonized South America without the combined force of the state policy and the steel battleships. Now the British fleet is so powerful that the navy of the rest of Europe could not do it no more of a menace than could the fleet of our own armada. The other fleets of the world are those of this country and Japan.

"The world will not consent to live by the sanction of the British fleet any more than it would consent to live by the sanction of the Prussian sword," says this Briton of the race that rules the sea. What, then, is in the range of possibility?

America, roused by a lingo administration or some seemingly overt act may be set to building warships with all the rapidity made possible by her wonderful resources. The call in England for "two keels to one" may be repeated and, after an explosion in one port or another, a world-wide building fleet may be set on foot. America, with two coasts to guard, will be looking toward Japan's growing navy and to the east to England. It is a disquieting vista with the outlines of catastrophe limiting the distance. An ironclad agreement that will rule out the possibility of a naval competition between Britain and the United States offers the only way to defeat what Gardiner calls the "wicked and insane men in both countries who would welcome this catastrophe."

Monroe, secretary of state after the War of 1812, was responsible for an experiment of this nature that Gardiner believes one of the wisest and most courageous acts in the history of the two countries. By it the naval strength of the countries on the Great Lakes was limited to almost nothing.

The greatest obstacle to the achievement of good feeling, the writer believes, is the popular tendency to dramatize the relations of the two countries in a play. We give Britain a role and Britain gives us one, and we think in terms of caricatures and misapprehension. Gardiner would do his part toward bringing a mutual understanding, he believes in the intercourse between universities and the work of Anglo-American societies, but, happily, he does not believe in the sentimental propaganda which would seek to systematize or impose an opinion on a people.

Of the hope that England held for closer ties to come with the League of Nations and for the accomplishment of some of the idealistic aims expressed during the war he says: "It has not come to pass. But the tide of American idealism will flow again, and in the end the hopes that have been disappointed will be realized. It is as a means to that larger achievement of a world organized for peace, and not merely for any selfish interest that the task of reconciling the two peoples presents itself as the supreme duty before us. For in that reconciliation, accomplished as those who labor for it desire to see it accomplished, there will be no menace to any people, but the assurance to all that the peace of the English-speaking nations is the enduring guarantee of the peace of the world."

The book is so fair that it may be said to be a view held in common by many men of both countries. Gardiner has visited in America, and he saw a "three quarters" view of our condition, and much more that was not in the line of hope. He knows why certain American despises England and why America has been so hostile to England. He knows that his country must settle the Irish question and renounce the Japanese alliance, he is at once disarming and willing to advance more than half-way. Upon England's success in both of these undertakings will depend in large measure the development of a public opinion here that could achieve or defeat his aim for the solid naval agreement.

The reader will find the British publicist a brilliant writer with a style smooth and entertaining. To a pronounced degree the book impels a new attitude and thoroughly interesting conclusion.

"The Anglo-American Future" by A. G. Gardiner. New York, Thomas Seltzer, \$1.50.

BYNEN IN CHINESE.
Walter Bynner's poem, "In Shantung" from his book, "A Candle of Peace," has been translated into Chinese and reprinted generally by Chinese and newspapers throughout China, on account of the strong feeling of the Chinese concerning their "lost province."

"Star-Dust"

Fanny Hurst's First Novel Is a Moving Tale of Humor and Pathos Combined with Fine Touch of an Artist.

The "uncanny insight into human motives, the keen analytic understanding of human nature, the marked capacity for projecting both psychology and characterization upon the page" which have been attributed to all of Fanny Hurst's previous writings are present in greater degree in her first novel, the much talked of "Star-Dust," which is going into a further printing at present.

In the case of her short stories which have charmed thousands of readers all over the country, Miss Hurst has put into this story of an American girl the magic gift of bringing swift tears on the heels of laughter. She has combined humor and pathos so closely that it is difficult to draw the line between them. She has breath of life into the characters in the story of Lily Becker, a vital, living, breathing reality which make the recounting of their actions and their decisions one of convincing power.

Lily, only daughter of a "middle-class" American family of German descent, lived in a St. Louis boarding house until she was 16 years of age, and a graduate of high school. During the final years in school, Lily put into words her rebellion against the conditions which surrounded her—conditions which were pervaded by and satisfied with mediocrity, and not too much of that.

To the astonishment and utter lack of understanding of her mother, Lily voiced her dislike of the middle class love of gossip and intimacy in Lily's set and the inane parties of her high school friends where the same crowd did the same things always. To the girls in Lily's group, as to their mothers, life meant an orderly and prescribed amount of schooling, of clothes, of purposeless entertainment, then marriage and a repetition, with less individuality of the same program. Lily would have none of it. If she could be Venus, then she would be the goddess of love. She would try her husband in a vivid picture of the utter inability of one type of mind to understand another, of the impossibility of Albert's accepting Lily's determination to "wreck his life and bring disrespect" upon him.

With her wedding checks, Lily departed for New York, leaving her family no record of her purpose or her destination. The names which follow deal with her life in New York, whether she went to continue her voice study, with the hope of becoming an opera star. Before she had been long there, she discovered the one thing that could prevent her achievement (she thought) and her struggle during the days preceding her husband's birth and the subsequent childhood of Zoe give Miss Hurst all the opportunity that is needed for her artistry and skill in delineating human emotions and ambitions, human hopes and fears with their realizations.

There are many Lily Beckers in American life—enough so that Miss Hurst's autobiography of this particular one strikes in almost every reader a chord of recollection or acquaintance with the character. The book is Fanny Hurst at her best—than which little more could be said.

"Star-Dust," by Fanny Hurst. New York, Harper and Brothers, \$2.00.

"The Dark Geraldine," by John Ferguson

Mystery thrills and adventure are plenty in the pages of "The Dark Geraldine," by John Ferguson. This is the story of a band of adventurers who formed themselves into a secret society in the "dark days" of the American Revolution. The story is a curious, Irish family of the Geraldines. One of them, Silken Thomas who flourished in the dark days led the first united struggle against the English occupation.

Ferguson's book deals with the later society's use not only of the sword but also of its methods of operation, of the older organization of the secret society. The story at hand turns upon a treasure hunt wherein a perplexing cryptogram figures largely, occupying much of the time and effort of a young lawyer named Graham, and his faithful associate, Alan McGregor. The cryptogram bears a sketch of mysterious meaning and some words written in an obsolete Irish alphabet. The deciphering of the code carries with it the denouement of the story wherein two men, conspicuous in the early pages for their lives, and others have hair-raising experiences and escapes before the paper finally falls into the hands of General O'Gorman.

Of course there is a bit of a love story running through the tale, to give it the flavor of real life and to enhance the constantly growing interest of the reader.

"The Dark Geraldine," by John Ferguson. New York, John Lane Company, \$2.

"Dogtown Common"

Percy MacKaye Tells a New England Village Story Very Effectively in Difficult Verse Form and With Usual Fidelity to Art.

The finished artist Percy MacKaye has turned again to poetry in "Dogtown Common" and the result is a work not so pretentious as most of the volumes with which he has won a unique position in American letters, but one that cannot fail to add to his reputation. He is a writer who has seldom stooped, one who holds fast to the ideal of the form and fashion, and above all one who loves his art.

MacKaye is known best, perhaps, for his community dramas, for "Calliban," presented with such effect in the East and for "Sanctuary," the bird masque recently given at the opera in this state. He has written a number of plays and essays, and the list of his accomplishments all in those fields difficult in recognition is little short of astounding.

"Dogtown Common" is a story of New England, a New England village not far removed from the days of witchcraft, a simple story told most effectively in a difficult verse form. MacKaye so handles the tale and the verse that the story remains always interesting and the verse is always poetry.

"Inland among lonely cedar dells Of old Cape Ann, near Gloucester by the sea, Still live to be in dead homes that used to be."

All day in dreamy spells They tattle low with tongues of tinkling cattle bells. Of spirit tappings of some hollow tree. And there, all night—all night, out of the dark— They bark—and bark."

MacKaye, New York, The Macmillan Co., \$1.50.

"Galusha, the Magnificent"

Cape Cod isn't a geographical location—it's a habit with Joseph C. Lincoln, whose stories of that section of our country and its quaint inhabitants are among the best American novels. Like the return of spring and summer is the advent of another Cape Cod story from Lincoln—a thing devoutly awaited, eagerly anticipated, and never disappointing when it comes. To take its place beside his "Shaving," "Portage" and half a dozen other characters who have become household words where novels are read, comes his latest story of "Galusha, the Magnificent."

Mr. Lincoln's stories have this charming element about them—they are not of persons fabulously wealthy, nor of lives lived in exotic and unapproachable elegance; nor are they for the most part stories of creatures young and beautiful and therefore to be envied. They are of everyday, plain, middle-aged men and women, whose daily lives are for the most part routine, who have the gift of any of the diversion that the present day and generation seems to demand as essential. Yet into these lives, as they are lived in the fog and the rain and the wind of the Cape country, Lincoln puts the bit of romance that could be found there, the sidelight of the unusual, which make the really worth more than a mirror of life that are the glittering society romances which find such an avid reading public.

Galusha is a middle-aged anthropologist, whose quest for mummies in Egypt and the consequent work upon them in the National Museum at Washington have undermined his frail health, and a complete rest and change are demanded by his doctor. Galusha, whose other name is Bangs, had clipped, somewhere in his past reading, an advertisement for the Rest-a-Bill Inn at Gould's Bluff on the Cape, and so he started out to go there, regardless of the fact that it was October and

the resorts on the Cape are closed for the season.

At first, a number of adventures (which prove to be in the regular order of Galusha's life, once it swerves from the path of anthropology) he lands in the home of Martha Phipps, where that lady and her maid, Primrose Cash, assume charge of him. Thenceforth, during his long stay at Gould's Bluff, the two women, Miss Phipps in command, assert all of the will power and the domination which is absent from Galusha's make-up, and they make his days eventful ones.

Galusha is an interesting, lovable, absent-minded creature of much learning, who differs from the majority of his kind in possessing much wealth, the gift of an aunt who raised him. The care of his money is left by him (without question and with infrequent demands) to his cousin, head of the oldest and largest banking house in Boston. This up to him, Galusha comes in right handy in developing the Lincoln story, and his possession causes Galusha the most of the bitterest and the most distressing moments he has ever known.

Lincoln has introduced into his narrative all of the characters who make Cape Cod unique, Cap'n Jeth Hallett, who has given up going to sea to tend the light, and who has discarded his compass for the "guiding of the spirits," a change which causes much anxiety to his daughter, Lullie, and Nelson Howard.

Martha Phipps is a woman to love, and one which many communities possess, so true is she to life. There is all of the apt application of every day living of the nautical terms upon which Cape Cod families are brought up, apparently, and their use by Lincoln adds much piquancy to his style.

Galusha is one of the best characters in the Lincoln gallery, and his story as contained in this latest Lincoln novel is guaranteed to create a bright spot in any day's reading.

"Galusha, the Magnificent" by E. R. Punsion. New York, Alfred A. Knopf, \$3.

This is the start of the poem story. It hints of the spirit of the tale and of the setting and is a sample of the verse-form in which it is cast. In the hands of many another poet the limits of such a rhyming scheme, and the short last line, would be responsible for many forced lines and awkward rhymes. The obstacles, however, have not seemed to worry MacKaye.

The story is one of a girl brought up in the home of an old woman who is regarded as a witch and of her love story with the minister of the village. There comes a time when the minister must defend the girl before the wagging tongues of all of the town folk and there is a denouement that is perhaps inevitable. Into the poem are brought a number of finely painted men and women, some dramatic moments, and an atmosphere of superstition and legend. It is not much of a story, but it is exquisitely told.

MacKaye has done much to put in dramatic form the accepted legends of the country. This time he has taken a legend that has had no place in our literature and has offered it in worthy form. There will be enough appreciative readers to give the story of Judy Rhines a certain claim for permanence. It is true American legend.

"Dogtown Common," by Percy MacKaye. New York, The Macmillan Co., \$1.50.

MacKaye, New York, The Macmillan Co., \$1.50.

"Galusha, the Magnificent"

It is perhaps surprising to find that this book, that devotes pages to Cooper and Hawthorne gives but two brief asides to Poe and many who live here where Jack London grew up and was known to quarrel with the opinion that Van Doren holds of the Californian.

Of Frank Norris, Van Doren is enthusiastic and his chapters of the other Californians who contributed so much to our letters, Bret Harte and Mark Twain have much to hold on the local attention. The book gives the spirit and the significance of the big men of our literature and points out the strength and weakness of many of the other Californians who contributed so much to our letters, Bret Harte and Mark Twain have much to hold on the local attention. The book gives the spirit and the significance of the big men of our literature and points out the strength and weakness of many of the other Californians who contributed so much to our letters, Bret Harte and Mark Twain have much to hold on the local attention. The book gives the spirit and the significance of the big men of our literature and points out the strength and weakness of many of the other Californians who contributed so much to our letters, Bret Harte and Mark Twain have much to hold on the local attention. 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Society and Women's Section

Knave
NEWS OF WOMEN AND CHILDREN
OF THE GREAT EASTBAY DISTRICT

Oakland Tribune

Sunday, July 24, 1921



Miss Mildred Jean Godwin.

Mrs. Ernest Houquette.

Miss Carol Eberts.

Mrs. Andrew Hemrich.

Bohemians Assemble From Corners of Earth To Hear Bohemia's Saint "John of Nepotmuk"

By SUZETTE.

ST. JOHN of Nepotmuk will hold sway over the classic groves of Bohemia under the starlight Saturday night, when his votaries will burn incense, dance, sing and do other things that the good old monk might not understand were he to materialize in the flesh. But that is a small matter, when the aloic adherence to his ecclesiastical pledges proves him a true son of the Church. That would appease him, undoubtedly—but there's the ballet.

Smile not that Bohemia owns a saint. To be sure the saint has not been consulted, but there he is, refusing to yield to the demands of the king of Bohemia to reveal the secrets of Sophia, his queen, to whom John of Nepotmuk was father-confessor.

And upon his refusal—and his martyrdom because of it—Clay Greene has built his play.

And from the furthest corners of the earth, men of affairs are in The Grove, or hurrying on their way—artists, bankers, writers, financiers, actors, business men, newspaper men, composers, merchants, professors, farmers, inventors—men who make their yearly pilgrimage to the Rhesian river to refresh their souls at the foot of the Creators in the ranks of the club.

It is the Creators' epoch.

Finance and Commerce are in the Trades pay tribute to it—for without the poetry and music and art of the creators, Finance and Commerce and the Trades would solidify and cease to function normally. And they know that only with the waters of imagination can they hold to their vitality and retain their humanness.

And so it is that they come, all in a spirit of relaxation and boyish fun, trooping over the highroads with their years left behind them.

If women could only do that—

trouble that winds up in the depths of the cold, cold river.

William Bailey is the jester, whose lutes are about the best in the play. Two more Players' Club men—Mr. Purrington and E. M. Cameron—carry good parts—the courtier who starts the trouble and the sooth-sayer who helps the thing along.

The music, said to be very tuneful and orthodox, is by J. Humphrey Stewart, whose choruses are doing some brilliant work under the direction of Eugene Blanchard.

And the ballet?

Even St. John might be interested, from the avancement tales that filter out from rehearsals, so many club men having regained their "36."

The low jinks drew the clubmen together last night in the Grove, when the "Cremation of Care" prepared the way for the week of play—"John of Nepotmuk" to be the melodramatic climax.

Ever so many camps of club widows are scattered along on the river, but it is an open secret that few true Bohemians are enthusiastically encouraging the inspiration.

"Charlie" Field and Wallace Sebin are responsible for the "Cremation of Care."

A golden week to be sure.

Will "St. John" be produced for the delectation of the wives, mothers, sisters and sweethearts of the club?

Not the expurgated, diluted play, but The Play?

Another achievement for Clay Greene, dean of California play-wrights.

IN MADRID.

It may be quite passe and undemocratic and all that sort of thing to tell about courts and ladies-in-waiting and equestrian and military attaches and the rest of the decorative equipment that goes with kings and their households, but it gets us just the same—the grandeur, the romance of ages, the pageantry that surround them holds the imagination, whatever else the brain may say in scorn of such medieval institutions.

And so it is with something of a thrill that friends of Major Reginald Capwell and his wife—Dorothy Capwell—have learned of their assignment to the court of Spain, the officer to hold the post of military attaché, an appointment from Washington that comes as a distinct recognition of the social qualities of both Major Capwell and his wife.

True, Madame does not represent the government, but many a clever and adaptable army man has been

turned down for such a post because of the unadaptability of his frau. So the appointment really is complimentary to both young persons, who served their apprenticeship in diplomacy in the court at Brussels—the officer then the assistant to the military attaché.

The residence of the Capwells, then, will probably be in Madrid in winter, and at San Sebastian in summer—the watering place where Alfonso holds court when the sun shines hot on the terraces of the palace in Madrid.

Mrs. Capwell will remain in Brussels for a time—probably until Mrs. H. C. Capwell joins her on the other side. And after an interesting event in the family has become a biblical record, the group will join Major Capwell at the palace in old Madrid.

If glamour and poetry still surround royalty, then the court of Alfonso is immersed in it, the traditions, architecture, history and the practices of a bygone age still persisting.

And then 'tis said that King Alfonso is a regular fellow—human as any of his humble subjects, and a fine, all-round man of the world—which may add considerably to the interest that the American officer and his wife may find in their new billet.

Incidentally, Mrs. Capwell will find many Americans in Spain this year, and a lot of Californians among them. As to the latter, it will be recalled that Mrs. Erminia Peralta Dargie has made her home in Madrid and in San Sebastian for some time, punctuating her stay with a flight, now and then, to Paris. And during her present stay in the water-place, she has had various interviews with the king, whom she avows to be a most affable fellow, and intensely well posted upon things American and Californian.

That a Californian is filling the post of attaché at court will undoubtedly interest Alfonso, who is conversant with the court his country played in the conquest of the "Californians" and holds the record dear.

Mrs. Charles Butters, a guest at El Mirasol, has returned to her home.

Next month the Mailler Searies will go down to the Santa Barbara resort—the old home of the Albert Herters, where the arts are served after the manner of the creative designers whom we came to know at the exposition.

HOME RAZED.

The razing of the August Schilling home on Lake Merritt—one of the oldest establishments is causing

many a sigh and bestirred many a memory.

The Schilling gardens were famous, running down from beautiful groves to the lapping waters of the lake, their host houses and hot houses dotting the lawns along the shore.

And there was the little clubhouse dedicated to a friend of the daughter of the household, Miss Elsa Schilling—a rustic place with a wile fireplace and a hospitable porch.

(Continued on Page 2-S)

Miss Mildred Jean Godwin of Portland is a guest of her kinswoman, Mrs. Roy Berger—a Delta Delta Delta from the northern university. Mrs. Ernest Houquette plays a steady game of golf, with young Beverly often on the side-lines to encourage her. She plays on both the Diablo and the Claremont courses. Miss Carol Eberts, one of the stars of the summer session of U. C. Dramatics is her metier. Mrs. Andrew Hemrich left yesterday for her home in Seattle, to remain until September. Then she will go to New York with her husband, to take a course at Columbia in short-story writing, for which she manifests a fine feeling. Another leisure girl to hold to happiness through an avocation.

Oakland, 1212 Washington Street

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**Tricotines—Poiret Twills
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Tomorrow, half an hour earlier than usual, to
give those who have no other time to shop an
opportunity to take advantage of this event!

*No Exchanges, Refunds or C. O. D.'s.
Every Sale Must Be Final
Positively None Sold to Dealers.*

By Edna B. Kinsard

& Marx Clothes

Music and Musicians

Singers Are Wanted for Big Festival

BY HARRISON DANFORTH.
All men and women of Berkeley and Oakland who read music at sight or who have had experience in choral work are asked to send their names, addresses and telephone numbers to the Berkeley Chamber of Commerce and to assist in making a great chorus for the Berkeley Music Festival. Professional singers are especially asked to lend their services and to enroll themselves and bring their pupils into the chorus. Eugene Blanchard, choral leader of the Bohemian Club, will conduct the chorus with the assistance of Lowell Redfield, Berkeley's popular singer and conductor, also of the Bohemian Club.

In an interview Charles Keeler said: "This is a real opportunity for every music lover who has had experience in singing to come forward and volunteer to participate in this great musical event. The Art Committee is planning to make the beginning of a great forward stride in music for California."

The program for the festival, to open in the Greek Theater of the University of California, Thursday evening, September 15, has been announced. Charles Wakefield Cadman will open the festival with a program of his own compositions. Princess Tsarina will cross the continent to sing Cadman's Indian songs, and Antonio de Grassi and Arthur Weiss will play with Cadman in his trio. Lawrence Strauss will sing a group of Cadman songs, with the composer at the piano, and there will be a mixed chorus under the direction of Blanchard and Redfield.

The second evening, September 16, will be devoted to the compositions of Berkeley composers, and will demonstrate to the world that we have a group of musicians in this community who are without a peer in the whole country. The program will consist of instrumental and vocal numbers by Fred Maurer Jr. with the composer at the piano; compositions of Henry B. Pamore, two piano numbers by Thomas Frederick Truman, played by the composer; a dance number for strings by E. G. Strickland; a dramatic reading by Mrs. Ralph Waldo Trine, with accompaniment by a string quartet, composed by Antonio de Grassi, and a group of songs by Wallace Sabin, sung by the Loring Club, a chorus of men's voices.

The third program will be a Saturday matinee by the high school children of Berkeley, under the direction of Miss Victorine Hartley. It will open with a massed band of 150 pieces, marching around the diorama and upon the stage. This opening number will be followed by a kindergarten orchestra, which will lead through the successive steps of choral and orchestral work in the schools to the prize high school orchestra, which won the highest honors in the State. Great interest in this program has already been aroused among all the schools, and there will be keen rivalry between them in securing lists of patrons for the festival.

The last concert will be rendered on Saturday evening and will present

ESTELLE GRAY-LHEVINNE, young Eastbay violinist, who is home from successful tour with her husband



the work of a number of the composers of the Bohemian Club of San Francisco. This program will be under the general direction of William J. McCoy. There will be a large chorus and the Symphony Orchestra, which plays at the Bohemian Grove, made up of some of the finest musicians of the bay region.

ALICE GENTLE IN OPERA NEW HERE

Alice Gentle, mezzo-soprano, whose appearances as guest artist brought prosperity to the box-offices of the La Scala and San Carlo Companies, is coming to San Francisco in September as the leading mezzo-soprano of the Scotti Grand Opera Company.

Miss Gentle's teacher is a kindly white-haired padre, whom she met while visiting Mission San Juan. He attended a recital given later by Miss Gentle and after its completion said: "You have a beautiful voice but you sing like an English woman. I wish to have you sing like an Italian." There was such sincerity

and earnestness about the lovable old man that Miss Gentle immediately agreed to accept his tuition. It was not long before she learned that her new master was thoroughly versed in vocal music and had received her thanks and admiration.

With Scotti's "big timers," Miss Gentle will have the best opportunity of her entire career. Scotti having cast her for such thankful roles as Amneris in "Aida," as Azevedo in "Trovatore," and Maddalena in "Rigoletto" (she being in the wonderful quartet with Stracchini, Otello and Hilda).

Mr. Scotti will produce in San Francisco for Miss Gentle the intensely dramatic opera "La Navarraise" composed by Jules Massenet, especially for Emma Calve, and which General Manager Gatti-Cazazza will "put-up" next season at the Metropolitan for Geraldine Farrar. It being anticipated that in "La Navarraise" Farrar will achieve another of her great triumphs.

Summer Session Musicians at Greek Theater

The Summer Session Chorus, under the direction of Frederick Alexander, will present the program for the regular term of music at the Greek Theater of the University of California this afternoon. The program follows:

Massed Band (by Henry B. Pamore)..... Berce
Unfinished Symphony..... Schubert
Scotti Lullaby..... Vox Lullaby
Are Maria..... Schubert
Whisper from the Grandmother..... Schubert
Suebia Jacoboff..... Schubert
The Lord Is My Shepherd..... Schubert
Hallel..... Schubert
Mimette..... Schubert
Dreams of Youth..... Schubert
Jota..... Schubert

CONCERT ARTISTS

ALICE GENTLE TO REST

The Gray-Lhevinnes are home from one of the most successful seasons of their joint concert work and are resting at their delightful home in the Eastbay. Close to a hundred concerts were given by either one or both of the young artists, their tour taking them all over the country and being marked everywhere by enthusiastic audiences. Some thirty of the dates were re-engagements—the true test of musical success. Estelle Gray-Lhevinne is a violinist who has brought a new note to the Eastbay and her musical career here. Her husband is a pianist of much talent.

ARRIOLA IS TO LEAD PARK BAND

The program for the weekly band concert by the Oakland Municipal Band, to be given at the Lakeside Park, is announced by Henry F. Vogt, secretary of the Park Board. The concert will be conducted under the direction of A. Arriola, solo cornetist of the band, who will take the place of Paul Steindorff, who is on his vacation. The program follows:

TODAY'S CONCERT
1. March—"The Diplomat"..... Sousa
2. Overture—"Comedy"..... Sousa
3. Waltz—"Art's Little"..... Sousa
4. Polka—"Hunt Across the Sea"..... Sousa
5. Grand March—"The Little March"..... Sousa
6. Overture—"The Little March"..... Sousa
7. Solo—"The Little March"..... Sousa
8. Solo—"The Little March"..... Sousa
9. Solo—"The Little March"..... Sousa
10. Solo—"The Little March"..... Sousa

HOUSEHOLD HINTS

ENTREES EASILY MADE.

Entrees help out a slim dinner amazingly. This fact is recognized by French cooks who employ them for two reasons—first, to save time and the other to amplify a slender meal.

The entrees may be made of almost any kind of leftovers that would be useless in any other way, so an intimate knowledge of this sort of cookery is worth-while economy.

First let us glance into the refrigerator and see what we can find. There is a saucer of peas, a few leaves of green lettuce, two or three slices from the roast, a few mushrooms in a little cream sauce, and some pie crust.

Macedoine Puffs.
Take the lettuce, peas and mushrooms, add a tumblerful of milk and steam gently for ten minutes. Add a lump of butter, pepper, salt and the juice of an onion. Add the meat, stew for five minutes longer, then thicken with a little cornstarch dissolved in milk. Roll the pie crust thin and cut it in squares. Fill with the mixture, pinch the edges together, prick the top with a fork, and bake until the crust is done. A little fresh cream or tomato sauce may be made to serve with the puffs. They may be garnished with slices of fried apple or tomato.

Sausage Roll.
Take six well-seasoned sausages and slip the meat from the cases. Add to the meat the juice of an onion, a tablespoonful of crumbs, salt, pepper and a teaspoonful of sugar. A tablespoonful of chopped nut, a tablespoonful each of cream and soft butter and one teaspoonful of powdered savory herbs. Mix well and set aside to flavor. Make a crust and roll out thin. Spread with the sausage mixture, leaving a plain space at either side and on one end for sealing the roll. If the mixture is too thick, brush the edges with the white of an egg and seal them. Lay the roll on a buttered baking tin, prick lightly over the top to let out the gas, and bake for half an hour. If the crust browns too rapidly cover it with brown paper. Any convenient sauce may be served with the roll. Garnish with attractively cut toast or with tiny sprigs of dill.

Sardine Cakes.
Take a large box of sardines in oil. Drain, skin, bone and flake them coarsely. Take four large tea biscuits and warm them in the oven. Make a cupful of rich, smooth tomato sauce. When thickened put in the sardines just long enough to heat them. Split and butter the biscuits, spread inside with the sardine mixture, and turn the remainder over the tops. Serve on a hot dish and garnish with sprays of fresh cream.

Masked Eggs.
Boil six eggs hard. When peeled split lengthwise and remove the yolks in the usual way, adding a tablespoonful of minced ham, tongue or fish. Fill the whites with the deviled eggs, place on a hot dish and cover them with drawn butter. Garnish with attractively cut tart sippets.

Radish Toast.
Peel and chop or slice enough fresh radishes to make a cupful. Boil the radishes in clear water for ten minutes until they are tender. Drain and have ready a cupful of rich brown sauce. Let stand and season through while the toast is being made. Then pour over each of the four slices and serve on a hot dish garnished with sprays of dill.

Onion Peppers.
Cut the peppers lengthwise. Remove the seed cones and oil over inside and out. Peel and chop one Spanish onion coarsely. Add a few crumbs, salt, pepper and a little sugar. Fill the peppers, dot with butter and bake.

Holding a Husband

Adelle Garrison's New Phase
REVELATIONS OF A WIFE

(Continued from Yesterday)

Why Madge Know Beyond Any Doubt That Mother Graham Was Ill.

"Would you like a cup of hot tea, mother?" I asked, knowing it would be useless to propose anything more strenuous until she herself should admit that she was ill.

"I'd like something," she retorted tartly. "I'm freezing to death. What are you doing running around in that thin house dress without your sweater? Go and put it on at once, and then make me some tea. You'll be catching your death of cold, and then I'll have you on my hands for a while."

If I had not known from long experience how loyally and devotedly my mother-in-law would nurse me through any illness, no matter how severe, I should have felt aggrieved at her ungraciousness. As it was, the only emotion I experienced besides my ever mounting anxiety for her, was annoyance at the prospect of having to wear a sweater in that overheated room.

If I could only discipline her, I reflected, as one would a refractory child, the problem of caring for her would be much simplified. As it was, I foresaw an arduous task before me.

I heated the water for Mother Graham's tea over the oil stove in my little kitchen with a mental anguish at the grumbling Mandy, who never by any possibility has either hot water or a fire when one enters the kitchen in need of them. Then I arranged a tray with the tiny steaming tea kettle, and the tea service about which my mother-in-law is so particular.

I took the little kettle from her shaking hands, with alarm and pity at the little kitchen with a mental anguish at the grumbling Mandy, who never by any possibility has either hot water or a fire when one enters the kitchen in need of them. Then I arranged a tray with the tiny steaming tea kettle, and the tea service about which my mother-in-law is so particular.

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SAN FRANCISCO, July 22.—Club women of the city are interesting themselves in the matter of women candidates for supervisors. They say that they are going to elect at least one woman to the municipal board. Opinions various have been expressed as to the character and qualifications the woman should have who would most successfully pioneer the sex on that body. An alert business woman who has taken an interest in civic affairs is favored by some. A young woman with ideals and a university training is favored by others. The friends of an aspirant who has graduated in the law urge her because of her legal training. A past president of the San Francisco civic center has been proposed because of her insight of affairs, and a past president of the City and County Federation of Women's Clubs has been mentioned for the same reason. Organized labor is taking account of the trend and supplies an aspirant, who is already busy. A woman member participating in the board's deliberations might mitigate some of the amenities for which that body has become somewhat noted.

Gnashing of Teeth

There is gnashing of teeth at the city hall. The finance committee of the Board of Supervisors recommended an increase in the salaries of a number of clerks, copyists, jailers, bailiffs and others, but not everybody in the category. The board as a whole was not satisfied with the differentiation and enlarged the scope of the increase. The finance committee took umbrage at this revision of their work and voted against the increase. It requires 14 votes to pass an ordinance and the opposition of the finance committee deflected sufficient votes to defeat the new salary ordinance carrying the increases. So the attaches will be paid off for this month according to the old schedule. Worse than that, when the ordinance comes up again it will be that much nearer election time, when nine of the supervisors will be looking for re-election. Increasing salaries on the eve of an election when those whose votes do are seeking re-election would be a political *four pax*, and the fear is that the ordinance thus amended will go over again.

A Distinguished Visitor

The presence here of Associate Justice McReynolds of the Supreme Court of the United States is a reminder, for one thing, that visits from these dignitaries are rarer than those of Presidents. Every President since Cleveland has been here, some of them more than once during their incumbency; but the visits of Supreme Court Justices are rare indeed. McKenna, who went from here, has not been back for many years, and I cannot offhand recall the visit of any other in later times except those of McReynolds. He seems to be impressed with California and Californians. He has a brother who is a practicing physician at Los Angeles, and if he shall ever see fit to change his residence from Tennessee, his friends are certain that California will be the lure. Last year, if memory is not at fault, he was a guest at the Bohemian Grove play, and this year finds him again enjoying this unique entertainment, matched or even approached in no other country or clime. That the San Francisco bar takes account of the Justice's presence in a befitting banquet function is as it should be.

A Personal Representative

The city will be soon honored by the presence of Ramon P. DeNegri of Mexico. He is not a stranger, and will be warmly welcomed by the considerable colony of his countrymen residing here, and by the large and growing contingent that is interested in Mexican concerns. He was consul here under Carranza; then he was promoted to the consul-generalship at New York. Upon the fall of Carranza and the final ascendancy of Obregon he was made chief advisor to the new president in the matter of national railroads. It doesn't seem to be a coveted position but is one which must be important and responsible. What his mission now is in the United States and San Francisco is not apparent. Not having stated of official rank it is not impossible that he has a Colonel House status, and in revisiting the scenes of his former official duties will survey the situation and report to his chief on matters and things in which his country is interested. DeNegri is one of the able men of the neighboring republic. He rose from the ranks. He was the Southern Pacific agent and cashier at Hermosillo before he entered the public service.

A Movie Magnate

I have been interested in the career and success of Magnate Crawley of the films. He began on a lowly scale, as many of them do; had a hard struggle at first, as many of them have, until he came into possession of some films depicting the life, habits and characteristics of American Indians. Operating in China, to whose people the American Indian is a greater stranger

than any Asiatic aborigine is to us, he conceived the idea of importing an Indian and putting him on display in all his regalia and panoply as an advertisement of his show. It was such a great success that the ways were blocked wherever the Indian appeared, and the shows were so well patronized that Crawley made a fortune in three years and has three theaters at Harbin still fetching in a golden stream, while he visits the old home and recounts his success to former associates. An interesting detail is that he had to enter into a stipulation with the United States government before he was permitted to take his noble red man out of the country, the stipulation carrying conditions of treatment, compensation and finally that the Indian must be returned to his tribe within three years.

Some Californians Discussed

Advices from New York contain interesting news about Californian stage folk. "Oliver Bailey of the Fulton Theater" [there seem to be Fulton Theaters and Fulton Theaters] "is talking of going back to California on a long deferred vacation. Bailey is a Californian by preference, if not by birth, and has had a wonderful financial and artistic success since he took over the Fulton four years ago. He knew all the vicissitudes of the show business in the West, acted in many a California and Washington theater, owned stock companies in Seattle, British Columbia and Oregon, came to New York six years ago as a manager play-wright and found fame and fortune. Jean Meredith, another Californian, declined to go to Europe with Gilda Varesi, with whom she had been acting in "Enter Madame," but will start for her California home early next month. They are all that way—once a Californian always a Californian—only when they start westward for a "vacation" we never feel quite sure that they will ever come back. Even David Belasco, whom everybody might well think is a Broadway fixture, threatens to retire to the vicinity of the Golden Gate."

Dempsey a Frost

Dempsey's recent visit to San Francisco was of the congealed order. No other champion in the city's history could have got into the city and out again immediately after winning an international championship with so little demonstration. Not only was there no huzzabing populace on hand to welcome him, but the casuals who were cognizant of his arrival and identity were not impressed as everybody generally is in the presence of a personage. It can be imagined what would have happened had Carpenter won and arrived in this pugilistic center, or had he arrived even as the defeated contender. Other things being equal, how an American victor would have been hailed as retaining in this land the badge of supremacy in a contest which is so generally held to determine the country's best man! The papers made only casual mention of the champion's presence, whereas had not the slacker record been against him he would have been acclaimed till the welkin rang again.

Judge Dooling's Idiosyncracies

Anything regarding the Volstead Act and its enforcement is read with avidity. In this connection the rulings of Federal Judge Maurice T. Dooling are watched with interest. Many persons held to answer by the United States Commissioners for alleged infractions of the prohibition laws are turned loose by this jurist, who is himself an abstainer and who is one of the most jealous of judges in the enforcement of the law. Judge Dooling is a champion of personal liberty, and in the face of strenuous opposition and protest on the part of prosecuting officials, has constantly declined to fine or imprison citizens arrested without what he considers proper warrant. He has safeguarded their persons and their property from seizure and has ordered the return of many thousands of dollars worth of liquor confiscated, as he holds, illegally by dry officers. On the other hand, offenders caught in undoubted violation of the law have been punished by him with rigor. When he first came to San Francisco after being appointed to the Federal bench Judge Dooling attracted considerable attention by reason of the fact that he always appeared in a soft collar. This is an idiosyncrasy which he still retains. He has never worn a stiff collar, and says he never will. In this custom he has good company. Lord Northcliffe believes that a soft band about the neck is the proper thing for a sensible man, and always wears one himself.

McNab and the Governorship

I have received a communication which, in discussing the gubernatorial possibilities, says that a friend of the writer who is "very close indeed" to John I. McNab thinks there is "no chance in the world of his going into the fight." As McNab's ideas direct on the subject would be illuminating, I made the essay to obtain them and met with rather gratifying success. There was no beating around the bush, dragging in subjects that were akin but not direct, but the matter was plainly put, and the question asked, How about it? The answer was straightforward. Mr. McNab is not anxious for the governorship for the glory or the power, though not unmindful of the honor; but he realizes that it is the psychological time

for somebody to render a great State and a generous people a service which they seem to crave. It would require Spartan firmness and entail animosities to halt and reduce the taxation that the State of California is groaning under, and to correct or mitigate other abuses that have grown up largely in connection with the mounting cost of government. It would be worth any man's time, and whatever sacrifice would be involved, to place California on a more even keel as to governmental costs and methods. If this were not the inspiration the governorship would be empty. If there is a sentiment in favor of his trying, backed by earnest men of sufficient force and in sufficient numbers to assure success in reducing the burdens and improving the conditions, Mr. McNab will consider the proposition. In other words, he is in a receptive mood, but is not inclined to take part in a scramble. He has a legal practice which yields four times the Governor's salary, which would be in some degree sacrificed, and that there should be some offsetting advantage of the ethical nature alluded to in serving the State is not a violent idea, it would seem.

Garrulous Like a Sphinx

Notwithstanding the positive statements of some who appear to be close to the mayor and assume to speak for him, at least to the effect that he will not be a candidate for the Governorship, no such declaration has emanated or can be elicited from the mayor himself. His candidacy or non-candidacy not only is a matter of some importance to other probable and possible candidates, but of greater import to a large and varied army of camp followers. If it were known that he would not be a candidate the city hall crowd could then enroll under some other banner. It is not likely that there would be a movement *en masse* to some other candidate, for there are near Stephens men in the phalanx, and undoubtedly McNab men, besides a good representation of those whose predilection is not deep, and who could attach themselves without violent effort to whoever has the best chance. Probably the cause of the mayor's indecision is the kaleidoscopic appearance that the gubernatorial prospects present. At one time Governor Stephens seems to be in the doldrums, and at another his stock is in the ascendant. In this unstable political condition it may be concluded that one who made such a showing four years ago, and still feels the buzzing of the bee, should not be precipitate in declaring himself out.

Hope Springs Eternal

I am interested in a story that reaches me, though not overwhelmingly impressed by it. It is to the effect that hope is rising in the Democratic breast ament the gubernatorial campaign next year. Republicans are taking it for granted that a nomination will be equivalent to an election. But I hear that there are several Democrats of prominence in their party who hold this so much in question that they are willing to stand in the breach and make the opposition effort. Some of them appear to be maneuvering to secure the privilege, even—or they were till warned that Ex-Senator Phelan would probably head the Democratic hosts. Though this may have brought a shadow upon these would-be candidates, it brought joy to the rank and file, and they have already begun to believe that the ex-senator would be a cinch. Their argument is that the Republicans are divided. The King bill, the incumbent's dubious hold on his southern support, the delay in and disgust over bestowing Federal patronage, the disappointment as to soldiers' bounty, failure to mitigate the Volstead Act, excessive taxation—and everything—are seriously expected to produce favorable Democratic conditions. These are confidently relied upon to more than offset the eight years when the party was in power. It is another exemplification of the party's well-known habit of figuring out substantial gains and bright prospects.

A Pioneer's Reminiscence

OAKLAND, July 20.—THE KNAVE: I came very near sending you my experiences with Haggis & Tavis and with Andrew McCreery, but refrained out of consideration for your time and patience. Should this Folger talk fail to interest you, why drop it in the waste basket. Folger senior came here under my father's wing in October, 1833. He found a place with W. M. Bovee & Co.—coffee. After Bovee retired it became Marden & Folger. After a number of years they failed. But now begins the much talked of "Folger luck." Schuchman and Gottig came here from the Mexican or South American coast looking for business opportunities. Folger met Schuchman, who had money, and they formed a partnership. Gottig became president of the German Savings and Loan Society. After many years of success Schuchman retired. Then his nephew, young Mr. Schilling, took his place. Then Folger picked his grip for a two years' tour of Europe. His friends said he was crazy to leave the business in the hands of an inexperienced young man; but during his absence the inexperienced young man about doubled the business. Upon Folger's return, however, Schilling concluded that he did

not want a partner, and the result was that arbiters were called in. Folger retained the business and Schilling starting for himself. Folger retained Mr. Lamb and the traveling men. Mr. Lamb was a very able assistant, and that he stayed, together with the salesmen, was considered more "Folger luck." This luck continued after the elder Folger's death. A day or two before the great disaster of 1906 Mrs. Folger sold her property on Drumm street and received the money for it, and the firm's plant at Spear and Howard streets came through the great fire unscathed. I hope THE KNAVE will not make too frequent reference to men and matters of old San Francisco, as my knowledge of them is extensive and, as you see, I cannot be restrained.

330 Forty-first Street. E. F. PALMER.

Chinatown Takes Account

Chinatown is rejoicing over the invitation that has been extended China by President Harding to participate in a world conference to consider measures to insure a world peace. This recognition, it is felt, gives China a status from which may emerge a spirit that will eventually be able to cope with the encroachments that menace it, and have already made onslaughts that threaten disintegration. If there is an idea that even the most ordinary Chinaman does not understand about these things there is a lack of appreciation of Chinese psychology. Knowing all about what is happening, and what is likely to happen under certain contingencies, the wonder is that an inferior, at least not a superior, people, and one smaller numerically, as the Japanese, should be in a way to gain the ascendant. There is a feeling that the Chinese will be placed in a position by such a consideration of the world's problems to hold their own and gradually to emerge from their helpless state. They are now as a giant at the mercy of pygmies.

"His Honor the Umps"

The friends and acquaintances and former newspaper fellow workers of Gerald Beaumont are reading with delight his story in last week's *Saturday Evening Post*. He did what even Van Loan was not in the habit of attempting—made a hero of an umpire. The umpire is about the last one who has to do with the national game to be regarded by the fan as a grand character. The inconsiderable player may do the bonehead act repeatedly, getting panned liberally for it, to be sure; but if he shall perform a single brilliant play he is cheered, forgiven and taken back to the fanatic heart; but an umpire never finds surcease. If he does well, that is what he is expected to do; if his decision is close, the side which it is against thinks he is a robber, and proceeds to tell him so. When a player gets beamed there is a sympathetic murmur from the stands; but when a foul tip causes a defection of the "pill" to the umpire's foot, and he hops around in agony, especially the bleachers go wild with glee. The umpire is a pariah, indispensable though he may be; yet Beaumont makes him endurable and even creditable in the story. The young author was at one time the sporting editor of the OAKLAND TRIBUNE, and thus came by his knowledge of baseball and the psychology of baseball players. Lately he has been the editor of the Southern Pacific Company's monthly publication, which post he resigned with the April issue, to devote his time and talents entirely to story writing. He dwells in a bungalow on Third street in Alameda, and draws inspiration from the view afforded by the proposed naval base and the eastern terminus of the bay bridge, which is pictured to arrive almost in line with his home.

Concerning the Clergy

After an absence of a year the Rev. Josiah Sibley is filling a summer supply at Calvary Presbyterian Church, which has been without a pastor almost ever since his departure. The difficulty in getting a suitable minister for this pulpit, regarded as the most important in the Presbyterian sect in this city, recalls a statement made by the Rev. James Gordon of the First Congregational Church shortly after he came here. It was to the effect that he had been warned to stay away from San Francisco because the people would not go to church and the city was generally given over to pleasure seeking. Dr. Gordon, by dint of clever advertising and his personality, crowds his church three times a week, people standing in line twice on Sundays and on Wednesday nights for the privilege of hearing him speak on a wide range of subjects, religious and otherwise. Dr. Sibley during his stay here was a member of the Rotary club and prominent in the business world. Dr. Gordon, since his departure, has taken that membership, as well as the general leadership among the ministers in public questions concerning the city's welfare. It was a matter of considerable debate on the part of Dr. Sibley as to whether he would accept the call to the Second Presbyterian Church of Chicago, where he is now pastor. He receives a stipend there of \$10,000 a year, \$4000 more than his salary had been here. Dr. Gordon was recently advanced from \$7000 to \$10,000, the largest salary paid to any Christian minister in San Francisco. The top figure among clergymen is that paid to Rabbi Martin

Meyer, \$12,000 per annum. Both Dr. Gordon and Rabbi Meyer are in great demand for weddings, their fees from this source alone being estimated at from \$2000 to \$5000 annually.

The Ailing Stage

In line with the idea that I discussed recently as to the decadence of the spoken drama, its cause and remedy, I find that William A. Brady, celebrated and successful manager, husband of one star and father of another, has taken up the subject and illuminates it in a striking disquisition. "The American stage today is admittedly sick," he says, "but its malady is not incurable." He thinks the proper tonic for its rejuvenation is a return to the regional stock companies that contributed so largely in the past to the stage's development. "Twenty or thirty years ago there was as much original stage production in San Francisco and Boston as there was in New York. Today New York is the rubber stamp for the nation. There should be a subsidized theater devoted to the development of the drama in every important city of this country. Why should the present generation in other cities be deprived of seeing the best the dramatic stage can produce simply because transportation rates and the growth of the movies have made it financially impossible to send expensive companies from one important center to another? * * * The time is ripe for stock companies. In Los Angeles Morosco ran a play forty-one weeks. In San Francisco an original play ran six weeks. There is a healthy demand for high-class plays and players." Such expressions from one so competent to judge must be accepted as stating the case.

Bridge Lore

Bridge lore is timely just now. In view of the agitation and discussion ament the proposed bridge across the bay of San Francisco, any particulars as to any other project gets consideration most readily. We are apt to regard our bridge, like some other California things, as the biggest that is proposed at this time; but it isn't at all overwhelming compared with New York's latest project of a structure across the Hudson. That is designed to connect the Manhattan district with the railroad terminals at Weehawken. There are four bridges across the East river; but this one that is projected across the Hudson will have greater capacity than all of them. It will be three-span, the central being 3240 feet long, and the towers rising to a height of 800 feet. The cost is estimated at \$215,000,000—of which one hundred millions will be for the superstructure and the remainder for terminal requirements. It is calculated that it will require five years in building. The cost of such a structure is staggering, but no more so than was the cost of the Brooklyn bridge erected in 1883 at an outlay of \$25,000,000, and which at the time was called the eighth wonder of the world.

Decline of the Jitney

The jitney, so far as competition with the Market street and Municipal railways is concerned, is pretty well out of it. Not long ago the presence of so many of these machines engaged in the short passenger haul meant a considerable loss of revenue to the rail companies; but now, for the most part, jitneys are operated only during the rush hours. Moreover, many drivers have occupations other than that of driving the jitneys. Some are collectors, some paper carriers and messengers, operating their cars for passenger service mornings and evenings when seats are at a premium in street cars, and when people are in a hurry to reach home, or are late for their places of employment. The fact that the price of gasoline compelled the jitney men to charge a ten-cent fare is largely responsible for the disappearance of jitneys from many of the streets. Regulations prohibiting them running on the busiest thoroughfares during rush hours also worked against their realizing paying returns.

The Elevator Girl

One of the occupations that reverted to women and girls when the men of the land were being called to the colors in the late war is gradually getting back in masculine hands—that of elevator conductor. The elevator girl became almost an institution in some of the downtown office buildings, and it looked as though here was an occupation which men would find difficulty in regaining, at least to the exclusive extent that they dominated it formerly. But the woman elevator operator is notably disappearing. Various reasons are given. Some of the girls say the work is too hard. Some say the ups and downs are too monotonous. Some others explain that many operators found time to grab off husbands for themselves between floors, as it were, and that vacancies thus created were filled by men. The fact is, however, that the women and girls already on the job, while chivalrously permitted to work by the organized male operators until they either left of their own accord or were discharged, were rigorously replaced by men, and thus have been and are being eliminated from the service.

THE KNAVE.

News Events in GREAT EASTBAY CITIES

ACTIVE WORK IS BEGUN ON EDEN PRODUCTS SHOW

Giant "Big Tops" to House Attraction At Hayward's Forthcoming Big Show.

HAYWARD, July 23.—Work on the preparation of the Eden Township Farm Products Show grounds at Memorial park here was begun during this last week, according to a statement issued today by Jacob Harder, chairman of the Eden Township Farm Products Show grounds committee. The show, which is to be held at Memorial park here, is to be one of the largest and most complete ever held in the Eden township. The show grounds will be made up of the Eden township, and will be one of the largest and most complete ever held in the Eden township. The show grounds will be made up of the Eden township, and will be one of the largest and most complete ever held in the Eden township.

Within the fair grounds proper will be shown the two main tents of the show and a limited number of booths. The show grounds will be made up of the Eden township, and will be one of the largest and most complete ever held in the Eden township. The show grounds will be made up of the Eden township, and will be one of the largest and most complete ever held in the Eden township.

Entrants for the poultry and pigeon show have been coming in from all over the state, and requests for information regarding this feature of the show have been received from points in the East. The committee heads in charge of these departments are confident that the coming exhibition will rival state and national events of a similar nature. Alan Curry, chairman of the pigeon committee, is a well-known pigeon fancier, and was instrumental in putting over the national pigeon show in Oakland last year. H. B. DeLong, head of the poultry committee, is another popular fancier.

A number of special features have been planned for the four days of the show, which opens with a concert on the afternoon of Thursday, August 11. Friday evening there will be an elaborate pageant of a semi-historical nature given at the Eden grounds, adjacent to the dancing pavilion. Saturday, August 13, will be Oakland day, and Sunday a group of fifty wounded ex-servicemen from the Letterman hospital in San Francisco will be the guests of the executive committee.

San Jose-Los Gatos Gas Main to Be Laid

SAN JOSE, Cal., July 23.—The Pacific Gas and Electric Co. which supplies the Santa Clara valley with fuel and power, today announced plans to lay a new high pressure gas main from San Jose to Los Gatos. The project is to cost between \$100,000 and \$150,000. The new gas main, which is to be of six-inch welded steel pipe, will cut through the San Jose valley, and will be completed in about six months and will employ 200 men. When it is completed a small gas plant now located at Los Gatos will be abandoned.

Knighten Notes

KNIGHTEN, July 23.—Miss McGehee, who taught in the grammar school here last year, has again been chosen for the work.
E. H. Sellers, president of the L. J. Granger, director and W. P. Wootley, chief engineer, of the Irrigation district were in San Francisco this week on the matter of the validation of the bonds for development work.
Wm. Mueser and wife, and Mr. McKendall and family of San Francisco spent Sunday at the home of Mrs. Mueser's father, G. W. Smith.
Mrs. E. L. Hays of San Francisco spent a few days visiting her daughter, Mrs. C. H. Noyes.
Joseph Rasmussen, San Francisco accountant, visited with friends here on Tuesday.
F. H. Bates and family motored to San Jose Monday for a vacation. They expect to be gone a couple of weeks.
R. A. Clark, wife and children, have returned from ten days motoring in the Lake Tahoe region.
J. E. Wootley, Fresno attorney, have returned from ten days motoring Monday.
T. R. McClure, Sellers' former rancher, was in Stockton this week on business.
Mrs. A. Borsen has returned from two weeks with relatives in Oakland.
Mrs. H. C. Johnston and Mrs. Margaret Abel of San Francisco, are visiting at the home of E. W. Higgins.

Sonoma Ranks Seventh In Butter Production

SANTA ROSA, July 23.—With butter fat production in excess of four million two hundred thousand pounds for the fiscal year ending June 30, 1920, Sonoma county ranks seventh in the state of California in butter production, according to statistics received by the Santa Rosa Chamber of Commerce from the California dairy council this week. Sonoma county ranks twenty-ninth in area in the state, and when it is realized that the dairying interests are confined almost altogether to the western section of Sonoma county, and occupy only about one-third of the county area, it is immediately apparent that the dairying industry in Sonoma county is intensively developed and highly successful. Western Sonoma county is particularly adapted to the dairying industry, because there is a year on the hills and in the meadows on the hills and in the meadows of the coast country. This green food is raised without irrigation and as a consequence the cost of dairying activities is considerably less than it was necessary to irrigate in order to raise for the cows.

Fire Patrol Is Organized for Santa Cruz Mts.

SANTA CRUZ, July 23.—That the residents of the Santa Cruz mountains may have adequate fire patrol, a lookout station is to be established, as plans to that effect have been outlined by a representative of the state board of forestry, who has been in the mountains. The land for such a station has been donated by Judge J. R. Welch of San Jose, who has a large tract of land on the Saratoga summit. The erection of the station is to start in the near future, and a telephone line from the station to Alpine summit is planned so that quick communication along the whole ridge may be had quickly. C. E. Lecher, whose ranch is on Alpine summit, has been appointed fire warden, and will be in daily communication with Roger Olsen of Boulder Creek, who is patrolling the hills for fire.

Walnut Creek News

WALNUT CREEK, July 23.—Mrs. George Belton and children are spending their vacation in Sacramento with friends.
Fred Garcia, who has a touch of blood poisoning in both hands, and is under the care of Dr. C. K. Leach, is gradually improving.
George Belton, proprietor of the Walnut Creek garage, made a business trip to Oakland Wednesday.
Miss Georgiana Duncan is a guest of her aunt, Mrs. J. C. Hays, and Mrs. Dan N. Gilmore, of Oakland.
W. S. Blythe of Stockton, is a guest of his brother, Judge Geo. O. Duncan.
Mr. and Mrs. C. A. Potts and Mr. and Mrs. Charles Zeppertin of Oakland, were guests at the B. Zeppertin home this week.
Mrs. J. P. Mawzy and three children are spending their vacation at Tomales Bay, Marin county.
Theo. Burling left this morning for San Diego to visit Lieutenant and Mrs. F. M. Shirrell. Mrs. Shirrell is a sister of Mrs. Burling.
John P. Serpa, who has been very ill the past week, was taken to the Providence hospital, Oakland, Monday.
Mrs. Lena Gomez and little grandchild, visiting Mrs. Gomez's daughter, Mrs. Mary Mello, of Oakland.
A. G. Gardine of Saratoga was a guest at a week-end party at the home of M. Newton of San Francisco.
Tony Price of Oakland was a business visitor in our city several days this week.
S. H. Johnson was here during the week from San Francisco on business and pleasure combined.
Mr. and Mrs. Joseph Bennett, who spent their vacation in Walnut Creek visiting relatives and friends, returned to their home in Fresno Monday afternoon.
S. H. Richardson of Byron, was here several days the first of the week.
Jules Lemoine of the firm of the Walnut Creek Grain company, made a business trip to Oakland Tuesday morning.
C. M. Martin of Sacramento visited this section during the week.
W. S. Burpee was a prominent Martinez visitor last Monday.
Numa S. Boone, a prominent banker and land owner of the San Ramon valley, was in Martinez during the week.
Dr. M. A. Reipen was an Oakland visitor Tuesday, returning to Walnut Creek that evening.
L. C. Brown of Oroville attended to business interests in this section this week.
Mr. and Mrs. R. J. Kennedy of San Francisco, were Walnut Creek visitors Monday.
H. E. New, who was taken to the hospital last week owing to injuries received in an accident, is reported convalescent, which will be good news to his many friends.
Albert Carpenter made a business trip to the county seat the first of the week.
S. S. Wancha of San Francisco visited friends in Walnut Creek during the week-end.
John Rushton of Fairfax visited relatives in this city several days this week.
Mr. and Mrs. Charles Peterson of San Francisco were in Walnut Creek Saturday. Mr. Peterson formerly had a motion picture show here.

TENNYSON'S NEW SCHOOL TO OPEN ON SEPTEMBER 9

Residents of District Co-operate With Contractor and Work Is Rushed.

TENNYSON, July 23.—Work on the school house at present is going ahead fast. The framework is all in place and siding started. The shingles will start next week and the progress so far is according to schedule. Contractor Sarusen has a big crew working and several residents of the tract are working for him. The frame of the upper supply will be erected next week. All things point to the date of September 9 for dedication of building being kept.

The Tennyson booth at the coming fair is now an assured fact. A large number of the ladies in the district were present at the meeting held last Monday and plans for the work were laid out. The committee were fortunate enough to draw third prize for booth selection and made the best of the opportunity. The committee consisting of Mrs. T. G. Hodgkins, Mrs. McDonald, Mrs. J. R. Hodgkins and Mrs. Israel of Eden Acres, were invited to the luncheon after the meeting by Mr. Graaf.

A. B. Barnes has secured two large painting contracts at Alvarado and has also been given the school work which insures good material and work for the job. Hickman Co. of Stockton, were awarded the contract for furnishing blackboards of the latest type for the new school.
Mrs. A. Pedersen gave a very enjoyable bridge party at their home on Eden Way last Saturday night. A dainty collation was served at mid night which was very tasty. Mrs. Pedersen was given the first prize for bridge playing. Among the guests were Mr. and Mrs. E. D. McDonald, E. Barjes, Barney Pedersen and W. Thomas.
The Ladies' Sewing society was entertained by Mrs. C. E. Marker last week after the regular meeting of the society.
Trustee McDonald and wife and T. E. Hodgkins and wife after an inspection of the school house last Sunday took a trip through Eden Acres in the Tennyson booth. They were entertained at a luncheon by Mrs. Graaf and treated to a basket of fruit and fine pastries by the J. E. Andersons and otherwise enjoyed the trip very much.
Asst. Supt. of Schools Dave Martin has invited to participate in the school dedication and flag raising and has accepted in his usual genial way.

Chris Hansen has been given a vote of thanks for his generous act in keeping the water tank full for the bricklayers and cement workers on the job.
Professor Cunningham is at present in Shasta county on a camping trip of a couple of weeks, prior to taking up school duties. Arrangements have about been concluded by the trustees for the engagement of the other teacher and a pleasant surprise is promised for the residents when the choice is made known.
An improvement club is planned for the betterment of the district and from the outlook now it will start with a membership of nearly one hundred.

Centerville Briefs

CENTERVILLE, July 23.—Mr. and Mrs. Harold Delaney are spending the week at Pacific Grove.
Mr. and Mrs. A. P. Willets, Miss Nettie Willets of San Bruno are guests of Mr. and Mrs. T. R. Laumester. Miss Willets is city clerk of San Bruno.
Mrs. W. P. Spurbuck of Alameda spent Sunday here with Mr. and Mrs. W. W. Walton and Mr. and Mrs. J. C. Walton.
Mr. and Mrs. J. C. Walton are the owners of a new Humble.
Allen Walton and Allen Mickle have gone to Yosemite for an extended stay.
Mrs. Laurence Bunting and children returned to their home in Marin last Friday. Mr. Bunting spent the week-end with them.
Mrs. Mary Smith entertained Marshall Stevens and John Chandler at dinner on Tuesday evening.
P. Edwards of Morgan Hill is here visiting his sister, Mrs. Allen.
The Newark-Centerville road, which is now torn up for the laying of concrete surface, resembles in some respects the early day roads, with their roughness and dust. The road was closed completely on Monday, but was opened again on account of the traffic. This was made necessary by the many farmers living along the road who are now hauling their fruit to the market.
Mrs. C. Plummer, assisted by Miss Dorothy, gave a delightful luncheon to friends last Thursday. The guests were Mrs. H. Ford, Mrs. L. Briggs, Mrs. Van Eiten, Mrs. Bartlett, Mrs. G. Lowrie, Mrs. H. Gregory, Mrs. F. O. Bunting. Following the luncheon the guests enjoyed musical numbers by Mrs. Bartlett and Mrs. Briggs.
At a meeting of the St. James Guild at the home of Mrs. J. Mowry to discuss plans for the Guild hall, it was decided to have a pergola around one side to give it a homey appearance. The plans are now in the hands of the architect.
FOUNDRY AT WORK.
NEWARK, July 23.—The James Graham Manufacturing Company of Newark is now working four days a week. The factory has been working only a small number of men for some time. New tanks have been installed in the engine department and other improvements made.

Expert Reports on Potato Experiments in Eden Twsh'p

HAYWARD, July 23.—That the British Queen variety of potatoes is not adaptable to Alameda county conditions was brought out in the tests made by State Inspector W. V. Speck at the Alvarado experiment project yesterday afternoon, according to a report issued by J. L. Hammond from the Farm Advisor's office here today.
Assistant Farm Advisor Hammond has been in charge of the project which was instituted some time ago in an effort to produce disease-free potatoes. He accompanied Shear on his tour of inspection yesterday. Shear had planned to judge out the off blooms and certify the plots.

Expert Chicken Thieves Get Busy

SAN JOSE, Cal., July 23.—Thieves who have drawn a lesson from the profits of quantity production last night visited the Postal and Armistead ranches, near Los Altos, and were being prepared for market. The chicken yards in both cases are less than 100 yards from the ranch houses, but the thieves made their raid without arousing anyone. Auto tracks in the road are believed by Sheriff George Lyle to indicate the method of carrying away the stolen flocks.
About a year ago an organized band of chicken thieves operated through the valley, selling their fatted loot to the wholesalers in San Francisco and Oakland. Sheriff Lyle, recalling this, has communicated with the police of the bay cities, requesting a watch be kept on poultry sales.

Donner Parlor Does Honor to War Hero

BYRON, July 23.—An honor scroll or memorial tablet, beautiful in design and execution, the gift of Donner Parlor of the Native Daughters, of Byron, is to be hung in the room of the parlor here in memory of Melvin Leroy Perichs, who made the supreme sacrifice in France on October 6, 1918. The young man, a son of Mr. and Mrs. L. Perichs, was a member of the 91st division. He was also his father, and his mother is a member of El Pasadero Parlor of Tracy. The plaque presented by the Native Daughters is 14x16 inches, all in raised design, and carrying an American eagle and shield, and a poem entitled "To the Dead Knight." The alumni of the Brentwood High school, from which the soldier had graduated, has placed a marble bust of Joan of Arc in the English room. Further tribute to the memory of the departed, it stands eighteen inches high and is a beautiful work of art.

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MURPHY PLAYS PONIES, WINS HIMSELF SMOKE

SAN JOSE, July 23.—Because there are only one-third as many horses in Santa Clara county at the present time as there were in 1910, Martin Murphy, clerk for Judge Urban A. Sontheimer, last night enjoyed a first-class smoke at the expense of Walter Christman, local fuel dealer.
The two started talking about ancient subjects and incidentally mentioned horses. Murphy declared they were a fast-disappearing object. Christman murmured. He declared there were just as many horses in Santa Clara county now as there were in 1910, when automobiles were just entering their prime. The cigar wagger followed shortly.
County Assessor C. Y. Pittman was chosen as an authority on the subject and the question was submitted.
The assessor's books showed that in 1910 there were about 15,000 horses in the county, while at the present time the number is slightly less than 5000. The decrease, Assessor Pittman says, is greater each year.

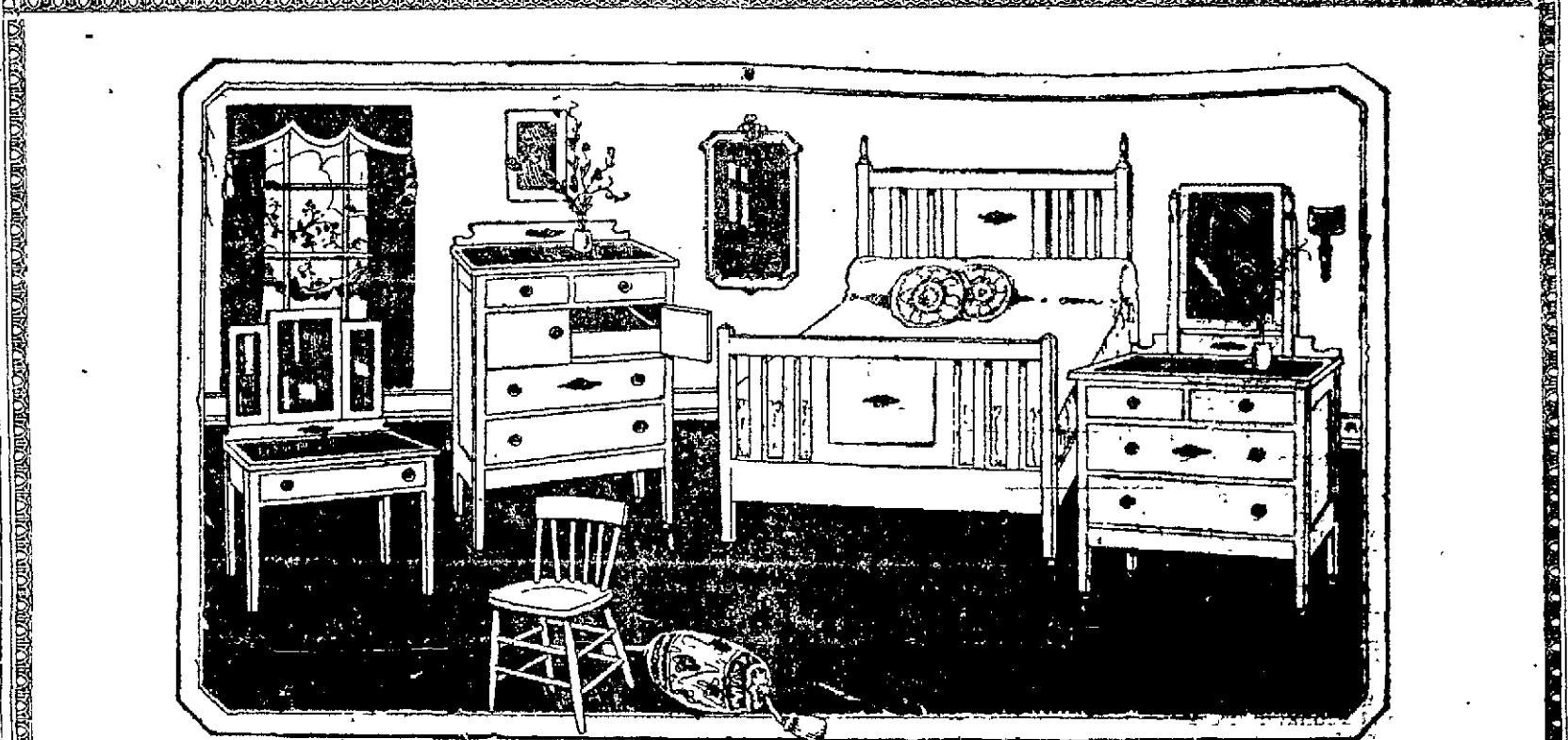
Tank Farm Force Organizes Club

RICHMOND, July 23.—Eighty employees of the Standard Oil Company on duty at the famous Tank Farm, have organized a social club and occupy handsome quarters constructed by the company. The club rooms are handsomely equipped with reading room, music room, lounge room, library and auditorium. They have formed a charity bureau, which is maintained by a per capita contribution of fifty cents a month, the funds going to aid the worthy needy brought to their attention.

EGG EXPERT TO GO TO LONDON TO PROMOTE MARKET

12,000-Case Shipment for British Consumption Now Being Processed.

PETALUMA, July 23.—The Petaluma egg is assuming proportions far beyond the dreams of the early producers. Not in the size of the egg, however, but in the extent of its distribution. It's a far cry from Petaluma to London, England, but now comes J. H. Barber, manager of the Poultry Producers of Central California, announcing his intention of making a trip to London for the purpose of fostering and creating a wider market for Petaluma eggs.
The processing of eggs for a shipment of 12,000 cases to the European market is now going forward, and it is said, that Manager Barber is preparing to arrive ahead of this cargo in order to direct their disposal and obtain the highest price in the September market.
The question of refrigerator space has been overcome, and the shipments from San Francisco will go via the Panama canal at a great saving of freight charges. The railway rate from the Pacific coast to New York is \$2.02 per case, and the rate through the canal is \$1.50 per case from the Pacific coast to Liverpool or Rotterdam. There is also less traffic damage by the all-water route.

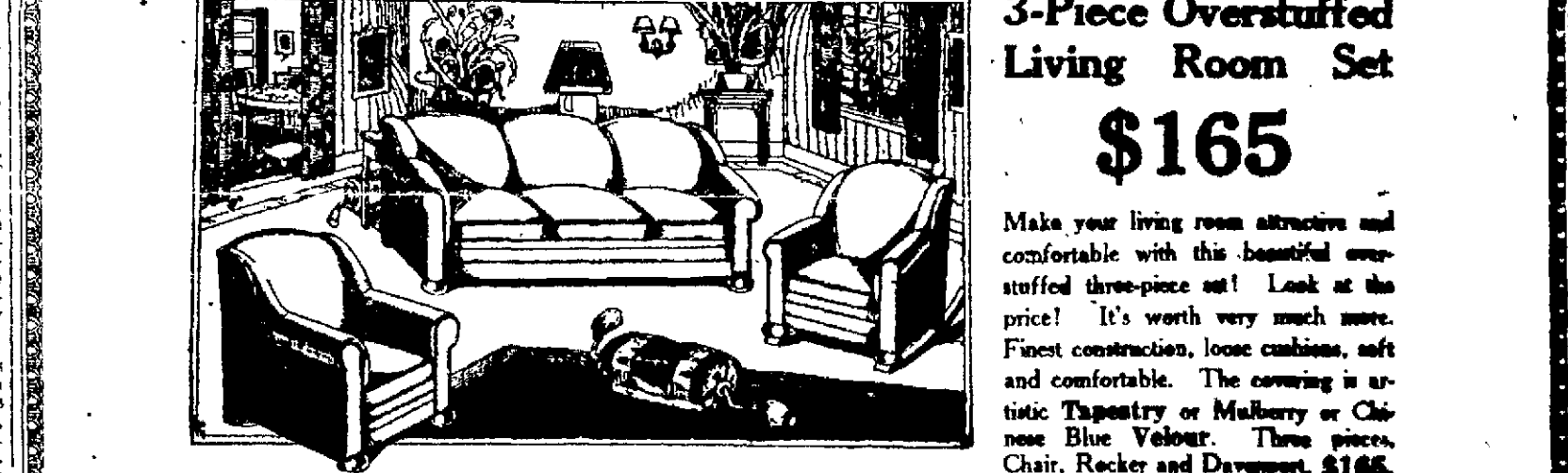


This Glass Top Bedroom Set Reduced in Price!
The balance of these Old Ivory Bedroom Sets have been reduced in price, making it without a question the greatest value of the day! Another example of the Eastern's buying power and effort to bring down the cost of home furnishings! The new price is.....

5-Piece Ivory Bedroom Set with GLASS TOPS
\$99.75 Adams Design, Old Ivory Finish
Bronze Drawer Pulls, Glass Tops!
Special Terms \$12.50 Cash, \$2.50 a Week

Think of buying a 5-piece Old Ivory Bedroom Set with GLASS TOPS at \$99.75. Good size pieces, well built with French Plate Mirrors of a large size, Bronze Drawer Pulls—a set that you will be proud to own—a set that is of exceptional merit! There are 5 pieces: A large size Dresser, with mirror of a size that women like—quite large, clear French plate; a Chiffonade, the newest idea, having a sliding SHIRT DRAWER; a Dressing Table with triple mirror and drawer; an artistic, double size Bed, and a quaint Dressing Table Chair or Bench. All pieces have GLASS TOPS over colorful patterns. See this set. Without question, the greatest value in this city!

AND, THINK! — Terms are \$12.50 Cash; Then \$2.50 a Week!



3-Piece Overstuffed Living Room Set
\$165
Make your living room attractive and comfortable with this beautiful overstuffed three-piece set! Look at the price! It's worth very much more. Finest construction, loose cushions, soft and comfortable. The covering is artistic Tapestry or Mulberry or Chinese Blue Velour. Three pieces, Chair, Rocker and Divanette. \$165.
Free Transbay Delivery by Auto Truck
MAIL ORDERS FILLED Free Freight Within 100 Miles
OUTFITTING CO 1017 MARKET ST SAN FRANCISCO

1994

**Good Memory Lands
Much-Wanted Man**

ALAMEDA, July 23. The sharp eyes and good memory of Policeman Charles Fife resulted in the arrest today of Royal Johnson, wanted in connection with the slaying of Philip Price and the first Alameda slaying. Fife saw Johnson standing at the corner of Park and Central streets. An idea that he had seen his face on the "Wanted" bulletins of the police department came into his mind. Johnson, a thorough scoundrel, confessed that he was the right man, and arrested him. At the station, Johnson admitted that he was wanted in connection with the slaying of Philip Price, a German Jew, and that he was a friend of his slayer.

According to the information which

The police claim to have Johnson's deposited checks in San Francisco. In some case it is alleged that he gave a pawn broker a "hot check" for a watch. Then he is said to have gone to another pawn broker a few doors away and pawned the watch for five dollars.

The Virginia police are of the opinion that Johnson's checks will be cashed. He gave his "hot check" at North Main street, Birmingham.

TALKING CINEMA SEEN.
PARIS, June 21. — Talking cine-
mas at the Ven. latest Parisian won-
der. It was demonstrated in the
Chamber of Deputies. These cin-
emas are heard talking and their
gestures are seen on the screen. So
realistic was the turn that the au-
dience was fascinated.

Suits

Many exceptionally stylish Suits—late Summer models—that will be in style for many months, can be had at tremendous savings. Better come in and investigate.

UNLISTED STOCKS
Furnished by Wm. Cavalier & Co's.

Special Wires.		
Meda Wain 5s		90
ociated Oil 5s	90	93
Co pow 6s		
Lakes 6s		92
mba 6s	65	82
Wine 5s	91	93

COATS, DRESSES
also reduced
CREDIT, TOO

at these drastic reductions

Cosgrave
Cloak and Suit Company
523 13th St., Oakland


Year	Percentage of Population Aged 65 and Over
1950	7.0
1960	8.5
1970	10.0
1980	12.0

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United Press International News Service

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# AMERICANS DEFEAT ENGLISH IN TRACK MEET, SCORE 8 TO 2

## GOURDIN, HARVARD ATHLETE, ESTABLISHES A NEW WORLD'S RECORD IN MAKING BROAD JUMP

### BESIDES BREAKING THE RECORD IN BROAD JUMP GOURDIN WINS 100-YD.

Colored Harvard Athlete Jumped More Than Three Inches Better Than Former Record.

By CHARLES E. PARKER.

(By Universal Service.)

STADIUM, Cambridge, Mass., July 23.—The greatest leap ever made by man was recorded today at the Harvard stadium when E. O. ("Ned") Gourdin of Harvard hurled his bronzed form a distance of 25 feet and 3 inches.

This remarkable accomplishment in the running broad jump in the Harvard-Yale-Oxford-Cambridge track and field meet and shattered the world's record of Peter O'Connor of Ireland which has stood for more than a score of years. Gourdin's mark was three and three-quarters inches more than that recorded by the famous Irishman. It was made under ideal conditions and observed and recorded by capable officials and undoubtedly will be accepted not only as a new world's mark but as a new national and new collegiate broad-jump record.

It came almost at the conclusion of the most brilliant set of athletic contests ever conducted by these most ancient British and American universities and was the outstanding feature of a meet that thrilled thousands of onlookers from start to finish. The Harvard and Yale combined team proved the victor by the score of eight first places to two, thereby upsetting the forecasts of track experts as they have seldom been upset.

The American team captured the 100-yard dash, the 880-yard run, the two-mile run, the high hurdles, the high jump, broad jump, hammer throw and shotput, while the Oxford-Cambridge colors showed in front in the 440-dash and the one-mile run.

Gourdin Springs Surprise

By Winning 100-Yard Event

The chief sports event through the defeat of M. C. Nokes, the British champion hammer thrower, by J. Fiske Brown of Harvard; the defeat of McInnis and Seagrave, British two-mile stars, by Malcolm Douglas of Yale in the 880-run and the defeat—by so it was declared—of Harold Abrahams, the British sprinter, by Ned Gourdin of Harvard in the 100-yard dash.

In the last named event Gourdin got away to a lead in the first thirty yards, but at that time Abrahams unleashed such a burst of speed that he caught the Harvard man and then passed him and to the audience appeared to have won the event by a foot. The judges, however, declared Gourdin the winner.

In addition to the broad jump record set by the Harvard negro, five other of the marks surpassed those made in former meetings of the Oxford-Cambridge and Harvard-Yale combined teams. The 6 feet 3-inch high jump mark scored by R. W. Landon of Yale, the 48 seconds made

### Pulling Shots Weakness of Our Golfers

Fault Must Be Corrected Before We Can Beat British Teams.

By WALTER CAMP.  
(Copyright, 1921, by OAKLAND TRIBUNE.)  
NEW YORK, July 23.—If we are to look our national golfing faults fairly in the face as well as exult over our golfing excellences we must recognize the fact that a large majority of our crack amateurs have developed a pull with their wooden clubs and have failed to master the low carrying run-up shot. If we are to make any further golfing invasions of Britain we must correct these faults or be unsuccessful on the British courses for a pulled shot there will run into the rough too frequently.

A pulled shot on the 17th hole cost Fred Wright, our last man remaining in the British amateur championship, his lead and he threw away the decisive hole, the match and America's chance of getting in the competition with one pulled shot of the 18th hole.

Only this week, in the Cambridge championship, W. Parker Seely wrote his obituary after being four up on Reggie Lewis with a succession of pulled shots.

CULTIVATE PULLED SHOT.

Why do our amateurs cultivate a pull? Perhaps because they are too keen on distance. But still more are they spurred along the doubtful path because the American courses are laid out with so many parallel fairways. In the semi-final at the Canoe Brook tournament Hale twice was on separate fairways in playing one hole and then equalled Bogie for the hole.

If he had been on a British course he would have lost a box of balls on the round, and with the blundering mangle muffs used by many of our golfers they can get a long distance out of an offensive rough on most of our courses and take chances on long swipes with that possibility of retrieving.

The other point in which the British amateur has a shade the advantage of the American golfer, lies in the fact that the best of them are master of both the high pitched shot and the lower run-up shot. When necessary they can play the high pitched shot but when the wind is high or blows unfavorably and the greens are hard they always take advantage of a permissible lie to run the ball up.

Walter Travis, the only American ever to win the British amateur title, accomplished it because he kept in the middle of the course with uncanny accuracy and because he was a master of the low short approach and a great putter. Jack White of Sunningdale won the British open the same year at Sandwich shooting the four rounds of that course in less than 300, the first time it has been accomplished in fourteen years because he could use the low approach. It is not wise for us to take an inferiority of our golfing weaknesses with the direct purpose of correcting them.



Here is NED GOURDIN, the wonderful athlete of Harvard as he appeared when he was in Oakland a couple of weeks ago to compete in the Pacific Amateur Association invitational track meet. Gourdin gave the athletic world another thrill and something to talk of for a long time, when yesterday he broke the world's record for broad jumping in the meet yesterday between Yale, Harvard and Cambridge-Oxford.

### ANGLERS' Nook

It Rittigstein and "Dell" received word to rush to Annapolis Camp to participate in the first fishing that has been there for years.

Stanislaus river is good now and it is no trouble to land the limit in a couple of hours.

J. S. Dennison writes from Modoc that the fish is good and they are all of a large size.

Reports from all parts of the American river are very good. There seems to be plenty of fish and the fly is used to the best advantage.

Returning anglers tell of wonderful sport now in Lake Alameda. Trout from 1 to 10 pounds are caught daily.

Jacobus and family are fishing at Gold Lake and are having splendid success.

Splendid fishing is now being enjoyed by those who are fishing at Lake Tahoe.

Best fishing this year is the word received from those who are now fishing the Rubicon.

The Mokelumne and Tuolumne rivers are getting better each week, according to those who have fished these rivers lately.

Ply and spangle fishing is getting good results on Kings river.

Nine size limit of trout are duty being taken from the 1st river in the Dos Rios section.

Del Celebrates Eighteenth Year As Professional

SACRAMENTO, July 21.—Whereas Dell Vernon pitching arm is celebrated today, it is the eighteenth anniversary of his first professional ball game which the tall hurler pitched and won.

Dell played his first game with a Little League July 25, 1903. Today, eighteen seasons later, he is still a leading pitcher in Class A baseball.

"Tell me the old Wheeler has no kick coming yet," declared Dell. "Don't know who old nature has been so good time me but I feel better this year than ever before."

Shouldn't wonder," said Bill. "I should smiling."

"Don't know whether the old Wheeler is getting better or the latter getting worse these days," reflects the Wheeler.

What's the use of trying to improve?" he smiled.

A Pacific Coast baseball fan recently wrote a letter to the Western Amateur Association and checked off fifty-six players who graduated from the coast league and are now in the major leagues.

Addresses will be made by John Patrick, captain of the varsity football team, and Walter Powell, director of physical education.

Mrs. Verne McKinney is president of the Stanford Women's Club.

Frank L. Querry is head of the Men's Stanford Club.

### KILBANE, BRITTON MAY BE FORCED TO DEFEND TITLES IN NEAR FUTURE

Bantam, Light and Middleweight Title Bout Scheduled to Take Place Within Few Weeks

By SPARROW MCANN.

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NEW YORK, July 23.—The flame of public interest lit by the Dempsey-Carpentier bout and fed by the matches in the near future in which championships in other weight divisions will be at stake, may generate heat enough to incubate fitting opponents for those two perennial champions, Johnny Kilbane and Jack Britton.

Joe Lynch, the bantam champion; Benny Leonard, whose brow is dotted by the lightweight crown; and Johnnie Wilson, headliner of the middleweights, will put their titles up to be shot at by ambitious contenders within the next few weeks. Kilbane and Britton continue to rest contented on their laurels—so contented that they are in danger of becoming pugilistically bed-ridden. Lack of fitting opponents lets them get away with it.

At last tonight's camp on Long Island Sound, the splendid bantamweight Joe Lynch, who has been the sport to business, looking for a fight, has been told by his manager, Harry Campbell, to wait until he has a better offer.

When Lynch's manager offers him a fight for the bantamweight title, he will have to wait until he has a better offer. Lynch has been the sport to business, looking for a fight, has been told by his manager, Harry Campbell, to wait until he has a better offer.

McFarland, who will give Herman a chance to win back the bantam title next Monday night, has not won a fight since he lost to Herman. Since losing the title to Joe Lynch, Herman has proved a regular fighting fool, meeting all comers and showing them away with marked "wagging."

Although he lost a decision in Boston this was not regarded as a serious setback.

Why take a chance when you can get money without it? That is Benny Leonard's reply to criticism of the unsatisfactory battle he staged with Rocky Kauts last month. Against Low Tender, whom the lightweight champion will meet at Philadelphia August 12, however, it looks as though Benny would have to take some chances. The Philadelphia is fast, packs a punch and speculators would need an adding machine to total up the points Benny runs up on him.

Since Johnny Wilson has signed to defend his title against Harry Greb on one can say that the middleweight champion is holding back for easy game. He could not pick a tougher opponent. Perhaps he thinks Harry may be bothered in making the weight, but if so he will be fooled for the Pittsburgher looks more of a fighter than a light now than a light-heavyweight. Greb is fast as lightning, a very hard man to hit and as a boxer he is a real terror.

He has a good head and with an Irish mother and a father of German descent there is nothing wrong with his fighting blood. If Wilson gets by in this battle no one will be able to say the Bostonian is not a real champion in all that term implies.

Addresses will be made by John Patrick, captain of the varsity football team, and Walter Powell, director of physical education.

Mrs. Verne McKinney is president of the Stanford Women's Club.

Frank L. Querry is head of the Men's Stanford Club.

Frank L. Querry is head of the Men's Stanford Club.

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### FINALS IN DEL MONTE JUNIOR TOURNEY WILL DRAW MANY GOLF FANS

It Took Jim Barnes Nine Years to Have His Wish of Being National Champ Fulfilled.

By B. H. LA LANDE.

Today will be a busy one for golfers in Northern California and especially in the San Francisco Bay section as nearly every country club or golfing association in this region has something big on the program.

At the Burlingame Country club the San Jose Country club will vie for honors in a team match with the home golfers. At Mt. Diablo a team match will also be staged and at Lincoln park the finals in the club championship is to be run off.

The finals of the California junior championship will be played at Del Monte and as the interest in this tournament is intense it is expected that many enthusiasts will journey south to follow the players around the course.

At Lincoln park the enthusiasts will be well treated for some time. The Burlingame Country club has arranged a special luncheon for the San Jose players.

The Burlingame Country club management announced that arrangements have been made for accommodating a large crowd of spectators who are expected to be present for the match.

James M. Barnes, the new national champion, played for the first time since 1912, only to be defeated each time, until now he has reached the height of his career. He is always regarded by the golfing public as one of the most brilliant performers on the link.

According to Eastern reports the reason so many people were anxious to see Jack Hutchinson win the championship at the Columbia Club the other day was that they wanted an American to turn the trick last performed by H. J. Vardon, the British professional, twenty-one years ago—that of capturing both the British and American open titles. Jack at least had a good start.

The gallery at the national championships was undoubtedly the most affluent that ever witnessed such an event for present was the president, the members of the national cabinet members and legislators in the persons of senators and congressmen.

Indications point to a successful year for the University of California in the royal and ancient game. For right now two of the blue and gold players are cutting great figures in the golf world. Jerry Villan, who is present in the Stanford-California intercollegiate championship, has been turning in wonderful scores on the lakeside course. While from the south land comes word that Fred LeBlonde, Villan's teammate, is tearing up the Los Angeles records with his playing.

Over in San Francisco, at Balboa, the management of the beach resort has installed putting greens and is now offering prizes for the best scores.

The past few weeks have certainly contained some noteworthy achievements in the golfing world, among them the win of Jack Hutchinson in England, the winning of the Shawnee tournament by Willie Ogg, the

Worcester professional, from a field that fairly sparkled, the defeat of his state of two left-handed players. The men are John Lewison and Frank O'Keefe of the San Jose club, the creditable tradition of the steadfast southpaws in the northern section of the state.

One of the novelties of today's golf will be the presence on the Burlingame links of two left-handed players. The men are John Lewison and Frank O'Keefe of the San Jose club, the creditable tradition of the steadfast southpaws in the northern section of the state.

Many of the owners say the way things are now that it is almost impossible to take their horses on. They also remark, in no uncertain language, that they doubt if there is a horse in the country that is fit to be ridden. And if it were fixed up they claim that several seconds could be elapsed from the time the horse is started to the time it is back in the paddock.



## Florsheim Oxfords \$9.85

Specially priced for a clean sweep of our entire stock—every pair—any style—brogues, ball straps—all the latest colors, leathers, lasts and patterns.

We're going to make this a whirlwind selling of high grade footwear—we've sacrificed profit—we're giving you unlimited choice of all Florsheim oxfords at \$9.85.

WORTHMORE OXFORDS \$6.85

Florsheim-Schaefer Shoe Co. 456 Twelfth, at Broadway 48 Kearny San Francisco 120 Powell

Deer Season Opens Week From Tomorrow

Deer season opens up one week from tomorrow, August 1, in District No. 2. Comprises the following counties: Lake, Napa, Marin, Solano, Yolo, Glenn, Colusa and portions of Mendocino county.

District No. 24.—That portion of Mendocino county between the ocean and summit of the divide between the ocean and the Russian and Eel rivers.











# KEEP LAKESHORE HIGHLANDS AS A RESTRICTED TRACT

## Home Owners Have Committee to Watch Observance of Restrictions.

In keeping with the campaign of the Walter H. Lohmert company to make Lakeshore Highlands tract the most beautiful residential district in the county, the Lakeshore Highlands "Uptown Committee" of the Lakeshore Homes Association has begun to function with the employment of a gang of men to remove all weeds and brush from the tract, to cultivate the vacant lots and to plant trees. The committee is headed by W. F. Pollard Jr. 1065 Hubert road, and is composed of the following: Byron Glutz, F. Stanley Dollar, W. C. Glutz, J. W. Glutz, J. W. Anderson, a well-known business man, and others. The committee is already apparent in the most of the streets being put in an attractive condition and the vacant lots are taking shape. The work of the committee is evident when an automobile tries to take through the properties.

[illegible]

The minimum cost of houses that may be erected ranges from \$3,000 to \$5,000, according to the size, value and location of the lot. Fence walls and hedges in the setback area are limited to four feet and to six feet elsewhere. No unsightly garages will be allowed.

# WHY CALIFORNIA LEADS FARMING

MADDOCK, Sutter County, Ju  
23.—Professor Gordon H. True, head  
of the animal husbandry division  
of the University Farm at Davis, who  
recently returned from Wisconsin,  
visited Sutter Basin last week and  
was particularly interested in the  
purebred livestock possibilities of the  
project. Prof. True saw the pure  
bred Duroc-Jersey hog herd at Ka

"California's pre-eminence in agriculture is largely due to the diversity of crops we now raise, and also to the fact that we have a great deal of two-crop-a-year land," said Prof. True. "Wisconsin is quite prosperous now in comparison to other states of the Middle West and Northwest due to the diversity of farming practice there. While down in Illinois I had a talk with a farmer who was a great booster for his country. I said he could not see why Illinois

land was not worth just as much as California land. I pointed out to him that our land was the sort that works the year round. We can grow two crops while people back there can produce only one in a season.

Newton E. Drury of San Francisco, connected with the B-D organization, which is raising a

advertising fund to exploit California's Interior, and John Reith of San Francisco also, were members of the party. Drury is gathering material which the San Francisco committee will use in acquainting prospective settlers with the possibilities in California.

The visitors were much interested

in the hundreds of acres of be-  
and Egyptian corn which have been  
planted in Sutter Basin, following  
the harvesting of a crop of barley  
on the same land. This is the two-  
crop plan followed in California,  
which particularly attracted the at-  
tention of Prof. True.

### Development Notes

#### From Suter Basin

MADDOCK (Sutter County), Jan. 23.—C. C. Kinsley, who is in charge of the Suter Basin Company's herd of Duroc-Jersey hogs near Karnak, states that a mixture

Since arranging for the co-operative packing of their canned

Sutter county is to hold its hog auction October 17, 18 or 19.

At this time packers from all over the country will be assembled to bid through the auction plan packers' buyers. This plan has worked out well in the San Joaquin Valley.

Sutter county supervisors have definitely given up their plan to build a bridge across the Sacramento river.

plans is due to a referendum proposed by voters of the county who proposed the plan. It is hoped that the money intended for Grimes bridge will be used for early construction of the proposed bridge across the Sutter River.

### BUILDING IN THE SAN JOAQUIN

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since 1840

1941 and 1942. The first of these was the 1941-42 season, when the total catch was 1,000 tons. The second was the 1942-43 season, when the total catch was 1,200 tons. The third was the 1943-44 season, when the total catch was 1,400 tons. The fourth was the 1944-45 season, when the total catch was 1,600 tons. The fifth was the 1945-46 season, when the total catch was 1,800 tons. The sixth was the 1946-47 season, when the total catch was 2,000 tons. The seventh was the 1947-48 season, when the total catch was 2,200 tons. The eighth was the 1948-49 season, when the total catch was 2,400 tons. The ninth was the 1949-50 season, when the total catch was 2,600 tons. The tenth was the 1950-51 season, when the total catch was 2,800 tons. The eleventh was the 1951-52 season, when the total catch was 3,000 tons. The twelfth was the 1952-53 season, when the total catch was 3,200 tons. The thirteenth was the 1953-54 season, when the total catch was 3,400 tons. The fourteenth was the 1954-55 season, when the total catch was 3,600 tons. The fifteenth was the 1955-56 season, when the total catch was 3,800 tons. The sixteenth was the 1956-57 season, when the total catch was 4,000 tons. The seventeenth was the 1957-58 season, when the total catch was 4,200 tons. The eighteenth was the 1958-59 season, when the total catch was 4,400 tons. The nineteenth was the 1959-60 season, when the total catch was 4,600 tons. The twentieth was the 1960-61 season, when the total catch was 4,800 tons. The twenty-first was the 1961-62 season, when the total catch was 5,000 tons. The twenty-second was the 1962-63 season, when the total catch was 5,200 tons. The twenty-third was the 1963-64 season, when the total catch was 5,400 tons. The twenty-fourth was the 1964-65 season, when the total catch was 5,600 tons. The twenty-fifth was the 1965-66 season, when the total catch was 5,800 tons. The twenty-sixth was the 1966-67 season, when the total catch was 6,000 tons. The twenty-seventh was the 1967-68 season, when the total catch was 6,200 tons. The twenty-eighth was the 1968-69 season, when the total catch was 6,400 tons. The twenty-ninth was the 1969-70 season, when the total catch was 6,600 tons. The thirtieth was the 1970-71 season, when the total catch was 6,800 tons. The thirty-first was the 1971-72 season, when the total catch was 7,000 tons. The thirty-second was the 1972-73 season, when the total catch was 7,200 tons. The thirty-third was the 1973-74 season, when the total catch was 7,400 tons. The thirty-fourth was the 1974-75 season, when the total catch was 7,600 tons. The thirty-fifth was the 1975-76 season, when the total catch was 7,800 tons. The thirty-sixth was the 1976-77 season, when the total catch was 8,000 tons. The thirty-seventh was the 1977-78 season, when the total catch was 8,200 tons. The thirty-eighth was the 1978-79 season, when the total catch was 8,400 tons. The thirty-ninth was the 1979-80 season, when the total catch was 8,600 tons. The fortieth was the 1980-81 season, when the total catch was 8,800 tons. The forty-first was the 1981-82 season, when the total catch was 9,000 tons. The forty-second was the 1982-83 season, when the total catch was 9,200 tons. The forty-third was the 1983-84 season, when the total catch was 9,400 tons. The forty-fourth was the 1984-85 season, when the total catch was 9,600 tons. The forty-fifth was the 1985-86 season, when the total catch was 9,800 tons. The forty-sixth was the 1986-87 season, when the total catch was 10,000 tons. The forty-seventh was the 1987-88 season, when the total catch was 10,200 tons. The forty-eighth was the 1988-89 season, when the total catch was 10,400 tons. The forty-ninth was the 1989-90 season, when the total catch was 10,600 tons. The fiftieth was the 1990-91 season, when the total catch was 10,800 tons. The fifty-first was the 1991-92 season, when the total catch was 11,000 tons. The fifty-second was the 1992-93 season, when the total catch was 11,200 tons. The fifty-third was the 1993-94 season, when the total catch was 11,400 tons. The fifty-fourth was the 1994-95 season, when the total catch was 11,600 tons. The fifty-fifth was the 1995-96 season, when the total catch was 11,800 tons. The fifty-sixth was the 1996-97 season, when the total catch was 12,000 tons. The fifty-seventh was the 1997-98 season, when the total catch was 12,200 tons. The fifty-eighth was the 1998-99 season, when the total catch was 12,400 tons. The fifty-ninth was the 1999-00 season, when the total catch was 12,600 tons. The sixtieth was the 2000-01 season, when the total catch was 12,800 tons. The sixty-first was the 2001-02 season, when the total catch was 13,000 tons. The sixty-second was the 2002-03 season, when the total catch was 13,200 tons. The sixty-third was the 2003-04 season, when the total catch was 13,400 tons. The sixty-fourth was the 2004-05 season, when the total catch was 13,600 tons. The sixty-fifth was the 2005-06 season, when the total catch was 13,800 tons. The sixty-sixth was the 2006-07 season, when the total catch was 14,000 tons. The sixty-seventh was the 2007-08 season, when the total catch was 14,200 tons. The sixty-eighth was the 2008-09 season, when the total catch was 14,400 tons. The sixty-ninth was the 2009-10 season, when the total catch was 14,600 tons. The seventieth was the 2010-11 season, when the total catch was 14,800 tons. The seventy-first was the 2011-12 season, when the total catch was 15,000 tons. The seventy-second was the 2012-13 season, when the total catch was 15,200 tons. The seventy-third was the 2013-14 season, when the total catch was 15,400 tons. The seventy-fourth was the 2014-15 season, when the total catch was 15,600 tons. The seventy-fifth was the 2015-16 season, when the total catch was 15,800 tons. The seventy-sixth was the 2016-17 season, when the total catch was 16,000 tons. The seventy-seventh was the 2017-18 season, when the total catch was 16,200 tons. The seventy-eighth was the 2018-19 season, when the total catch was 16,400 tons. The seventy-ninth was the 2019-20 season, when the total catch was 16,600 tons. The eightieth was the 2020-21 season, when the total catch was 16,800 tons. The eighty-first was the 2021-22 season, when the total catch was 17,000 tons. The eighty-second was the 2022-23 season, when the total catch was 17,200 tons. The eighty-third was the 2023-24 season, when the total catch was 17,400 tons. The eighty-fourth was the 2024-25 season, when the total catch was 17,600 tons. The eighty-fifth was the 2025-26 season, when the total catch was 17,800 tons. The eighty-sixth was the 2026-27 season, when the total catch was 18,000 tons. The eighty-seventh was the 2027-28 season, when the total catch was 18,200 tons. The eighty-eighth was the 2028-29 season, when the total catch was 18,400 tons. The eighty-ninth was the 2029-30 season, when the total catch was 18,600 tons. The ninetieth was the 2030-31 season, when the total catch was 18,800 tons. The ninety-first was the 2031-32 season, when the total catch was 19,000 tons. The ninety-second was the 2032-33 season, when the total catch was 19,200 tons. The ninety-third was the 2033-34 season, when the total catch was 19,400 tons. The ninety-fourth was the 2034-35 season, when the total catch was 19,600 tons. The ninety-fifth was the 2035-36 season, when the total catch was 19,800 tons. The ninety-sixth was the 2036-37 season, when the total catch was 20,000 tons. The ninety-seventh was the 2037-38 season, when the total catch was 20,200 tons. The ninety-eighth was the 2038-39 season, when the total catch was 20,400 tons. The ninety-ninth was the 2039-40 season, when the total catch was 20,600 tons. The hundredth was the 2040-41 season, when the total catch was 20,800 tons. The hundred and first was the 2041-42 season, when the total catch was 21,000 tons. The hundred and second was the 2042-43 season, when the total catch was 21,200 tons. The hundred and third was the 2043-44 season, when the total catch was 21,400 tons. The hundred and fourth was the 2044-45 season, when the total catch was 21,600 tons. The hundred and fifth was the 2045-46 season, when the total catch was 21,800 tons. The hundred and sixth was the 2046-47 season, when the total catch was 22,000 tons. The hundred and seventh was the 2047-48 season, when the total catch was 22,200 tons. The hundred and eighth was the 2048-49 season, when the total catch was 22,400 tons. The hundred and ninth was the 2049-50 season, when the total catch was 22,600 tons. The hundred and tenth was the 2050-51 season, when the total catch was 22,800 tons. The hundred and eleventh was the 2051-52 season, when the total catch was 23,000 tons. The hundred and twelfth was the 2052-53 season, when the total catch was 23,200 tons. The hundred and thirteenth was the 2053-54 season, when the total catch was 23,400 tons. The hundred and fourteenth was the 2054-55 season, when the total catch was 23,600 tons. The hundred and fifteenth was the 2055-56 season, when the total catch was 23,800 tons. The hundred and sixteenth was the 2056-57 season, when the total catch was 24,000 tons. The hundred and seventeenth was the 2057-58 season, when the total catch was 24,200 tons. The hundred and eighteenth was the 2058-59 season, when the total catch was 24,400 tons. The hundred and nineteenth was the 2059-60 season, when the total catch was 24,600 tons. The hundred and twentieth was the 2060-61 season, when the total catch was 24,800 tons. The hundred and twenty-first was the 2061-62 season, when the total catch was 25,000 tons. The hundred and twenty-second was the 2062-63 season, when the total catch was 25,200 tons. The hundred and twenty-third was the 2063-64 season, when the total catch was 25,400 tons. The hundred and twenty-fourth was the 2064-65 season, when the total catch was 25,600 tons. The hundred and twenty-fifth was the 2065-66 season, when the total catch was 25,800 tons. The hundred and twenty-sixth was the 2066-67 season, when the total catch was 26,000 tons. The hundred and twenty-seventh was the 2067-68 season, when the total catch was 26,200 tons. The hundred and twenty-eighth was the 2068-69 season, when the total catch was 26,400 tons. The hundred and twenty-ninth was the 2069-70 season, when the total catch was 26,600 tons. The hundred and thirtieth was the 2070-71 season, when the total catch was 26,800 tons. The hundred and thirty-first was the 2071-72 season, when the total catch was 27,000 tons. The hundred and thirty-second was the 2072-73 season, when the total catch was 27,200 tons. The hundred and thirty-third was the 2073-74 season, when the total catch was 27,400 tons. The hundred and thirty-fourth was the 2074-75 season, when the total catch was 27,600 tons. The hundred and thirty-fifth was the 2075-76 season, when the total catch was 27,800 tons. The hundred and thirty-sixth was the 2076-77 season, when the total catch was 28,000 tons. The hundred and thirty-seventh was the 2077-78 season, when the total catch was 28,200 tons. The hundred and thirty-eighth was the 2078-79 season, when the total catch was 28,400 tons. The hundred and















# POCAHONTAS WILL HOLD DRILL UNDER CAPTAIN BARTLET

Iroquois Council No. 101, Degree of Pocahontas, I. O. R. M., held its weekly meeting Tuesday evening in

Pythian Castle, Twelfth and Alice streets. Pocahontas Selma Pardee presided. She was assisted by her chosen chiefs. An unusual amount of business was transacted. Applications for palefaces lay on the desk. Visiting members from various coun-

chis were present and made pleasant remarks under the good of the order. Tuesday evening the team will drill under the supervision of Captain Boulett. The plans of the social committee will be announced later.

**THEATER PARTY PLANNED.**

The regular meeting of the Women and Girl Workers, '61-'65, was held on Wednesday in Memorial hall with Captain Murphy presiding. Announcement was made of a theater party to be held on Tuesday, July 26. The members are requested to meet

A short program was rendered during the afternoon. It was as follows: Music, Mrs. Folsom; recitations, Mrs. Olney and Mrs. Murphy; reading, "The Lament," Mrs.

**LODGE NOTICES.**  
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 OAKLAND COUNCIL No. 733, Security Benefit Association, meets every Friday night at Porter's hall, 1911 Grove st. For information call up district manager

W. W. Nutter, Pied. 6154; res. at 343;  
 Anderson st. Oakland Visiting mem-  
 bers welcome.  
 Next meeting, July 29th.  
 Frank Johnson, president, 193  
 Chestnut st; Mary M. Johnson, finan-  
 cier, 1322 Chestnut st.; ph. Laka. 2557  
 Dorothy Theiss, corresponding secre-  
 tary, 7714 1/2

**KIRKPATRICK COUNCIL**  
No. 2816 meets St. George  
hall, 25th and Grove str.  
Business meetings are 1st  
and 2d Tuesday evenings  
at 8:15. Social evening  
are 2nd and 4th Tuesday  
evenings.

Visitors are welcome  
Next meeting, July 28; social whist  
and dance; everybody welcome.  
J. W. LEITER, Pres., 3553 West st.  
Phone Piedmont 599.  
JOHN J. KEARNS, Financier.  
2835 Telegraph ave., Oakland.

night at Redmen hall,  
94th av. and E 14th st. For  
information call up W. W.  
Nutter, district manager.  
Pled. 6154; res., 3433 And-  
over st. Oakland. Francis H. Duval  
president, res. 9582 Plymouth st.  
Phyllis Helm, financier, res. 1343 94th  
ave.; Joseph Peacock, secretary, 143  
89th ave.

 **N. S. G. W.**  
**Piedmont Parlor No. 120**  
meets every Thursday evening in N.  
S. G. W. hall, 11th and Clay sts., Oak  
land. Visiting members welcome.

Next meeting, July 28th,  
WM. B. WHITE, President  
CHAS. MORANDO, Rec. Secy.

**FRUITVALE PARLOR**  
No 252, Masonic temple, 34th avenue  
and 14th street. Meeting Thursdays.

evening, July 23.  
J. B. REIGHLEY, President  
RAY R. FELTON, Rec. Secy  
10530 E. 14th street.


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**THE MACCABEES**  
OAKLAND TENT No. 17 meet  
at Truth hall, I. O. O. F. bldg  
11th and Franklin sts. Office  
460 12th st., room 212.

Next meeting, July 25. Whist party  
with ladies of Oakland Review No. 14  
W. B. A.  
M. M. MacDONALD, Com.  
J. L. FINE, R. K.

**WOMEN'S BENEFIT ASSN.**  
**ARGONAUT REVIEW** No.  
 69 meets every Wednesday  
 evg., in Wigwam hall, Pa-  
 cific building.  
 Next meeting, July 27.

MRS. MAUDE ELLIOTT, Com.  
3216 Ellis st. Berk. Pied. 252  
MRS. MINNIE WAY, R. K.  
1806 E. 33rd st. Ph. Merr. 497.

 OAKLAND REVIEW Ne  
14, meets Tuesday evening  
in Pacific bldg., 16th an  
Jefferson sts.  
MRS. MARY FOSTER, Com., 5716 E  
16th st., phone, Elmwood 1325


**EAGLES**  
OAKLAND AERIE No. 7 meet  
Monday nights, N. S. G. W.  
Hall, 11th and Clay streets  
Thomas E. Reed

Oak 367. Physicians: J. H. Scudder, M. D., 113 Federal bldg., 1001 and Tel. ave. Phone Lake 347; res. Pied. 168; office hours 3 to 4, 7 to p. m., Sun. by apt.; phone Pied. 168. Dr. A. L. Stuck, Physicians' bldg., 1001

Washington st.; phones Oak 5124, re  
Merritt 2661, office hours 2-8, 7-  
daily, 10-12 Sundays. Official drugg  
gist, Powell's, 458 12th; dues can als  
be paid here. Secretary's office, 66  
12th st; phone Oakland 1102.

**FRUITVALE AERIE** No. 1275, P. O. E., meets every Tuesday eve., W. O. W. Bldg., 2256 E. 14th street. Next meeting held July 26. Aerie physicians, Dr. L. R. Smith, 3724 E. 14th st.

Dr. S. A. Lockwood, 3210 E. 14th st.  
phone Fruitvale 1132; res. Merr. 2112  
W. T. EARTLE, Worthy Pres.  
ED. L. BARRY, Secy., 2010 45th ave.  
phone Fruitvale 146J.

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American Mechanics**  
CUSTER COUNCIL No. 2  
meets every Tuesday night  
Pacific bldg., 16th and Jefferson sts.











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- 1 BROWN HARFORD ANXMINSTER RUG
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- 1 BROWN ANXMINSTER RUG (TAN)
- 1 BROWN ANXMINSTER CARPET, ORIENTAL DESIGN

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DINING CHAIRS AND BOOKERS  
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LIP

ALL VALUES IN GOOD FURNITURE  
PERGAMON, 600 IN. x 40 IN.

BERCOVICH & SO  
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quicksilver \$1.00  
polishes \$1.00  
and Grand  
Powers \$1.00  
lights for lanterns \$1.00  
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Telegraph  
WALL, L. D. S. to  
J. D. Jefferson  
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bed spring mattress, \$30  
ivory chiff, \$15  
and chair, \$15

second-hand stove \$12.  
W. Hays & Co.,  
Berkeley.

Open extra  
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# LATEST NEWS OF INDUSTRY, TRADE AND FINANCE

## HARDING'S PLAN FOR RAILROADS' HELP OUTLINED

Loan of Millions Will Help Stimulate Business of the Nation.

By HARDEN COLFAX.

By CONSOLIDATED PRESS. (Copyright, 1921, by OAKLAND TRIBUNE.)

WASHINGTON, July 23.—President Harding's "program for helping the railroads over their present financial difficulties," concerning which he will advise Congress next Tuesday, contemplates the following:

Issuance by the roads of bonds or securities amounting to from \$400,000,000 to \$500,000,000, the exact amount being as yet undetermined; the securities to mature in ten years and to be redeemable before that time at the option of the issuing roads and to bear interest at the rate of 6 per cent.

Balancing the ledger with the roads for the government's bill against the carriers during the period of federal control; closing the account and accepting the securities as payment therefor.

Payment by the government to the railroads in part of the carriers' account against the government, this account being chiefly for money owed the roads for rental of their property and for their rolling stock, equipment, terminals, shops and other properties during the time the government was in control of the country's transportation system.

### CASH FOR CLAIMS.

Utilization of both the railroad administration and the war finance corporation to fund the carriers' securities issued to the government and thus provide the ready cash with which to pay the railroad claims, or, at least, the major part of the undisputed claims.

The possibility—and this is only a possibility which at this time is for consideration—of asking Congress for authority to purchase \$100,000,000 of the carriers' securities in case the present facilities of the war finance corporation are unable to take care of the railroads' bill.

Decision to settle the account between the government and the roads, in chief part, was reached by President Harding some time ago, being hastened somewhat by the pressing need for cash on the part of most of the roads. The plan outlined above was proposed on behalf of the railroad administration to the Association of Railways Executives at its meeting in New York last Wednesday and was accepted, although the roads wanted to have the government pay the securities instead of the ten they will get, and expressed their belief that the amount of cash they should receive in the settlement of their pressing claims against the government should be \$500,000,000 rather than \$400,000,000.

### MORE MONEY WANTED.

There seems to be a question, however, as to whether the government is in a position to fund the \$500,000,000 much as it desires to settle its bill and enable the roads to get cash to settle theirs. Looking over the field here it was found that there would be no difficulty in raising \$400,000,000 through the war finance corporation and the railroad administration. That leaves a gap of \$100,000,000 and it is considered possible, though unlikely, that Congress will be given the suggestion that it authorize filling that gap by the purchase of railroad securities.

The railroad administration has somewhere between \$100,000,000 and \$200,000,000 in cash with which to settle claims. It is doubtful whether more than \$100,000,000 of that amount could be spared without crippling the railroad administration in its future work. In addition, there are available equipment trust securities issued by the roads and maturing fourteen and a half years hence, to the extent of about \$300,000,000.

The war finance corporation could be called on to lend face value of these equipment trust securities, or \$300,000,000 to add to the cash of the administration's \$100,000,000, thus making available a total of \$400,000,000.

### ONLY A LOAN.

But manifestly the corporation could not be called on to make loans where it has no securities therefor and it would thus appear that its conditions exist today the roads will receive \$400,000,000 from the government instead of the \$500,000,000 which originally was suggested. Congress might provide the other \$100,000,000 if requested to do so.

But for the roads there is understood to expect about \$400,000,000, although they would like to see it increased. It is estimated that of that amount about half would have to be paid out by the carriers at once for bills for coal and other supplies already due or overdue and that the remainder would be available for repairs, improvements and the payment of interest on indebtedness.

In no sense would the \$400,000,000 be a gift to the roads or an expense to the American people. The government could exact 6 per cent interest, which is slightly less than it would have to pay today to borrow the money.

In any event the transaction will result in making available a good many hands to the railroads scattered among the industries of the country which supply the roads with all they need and consume in the way of materials, supplies and repairs and to the thought of a noticeable impetus to the business revival now on the upward trend.

### LIBERTY BONDS

Furnished by Bank of Italy.

### LIBERTY BONDS.

Price. Yield.

First \$1's 87 1.38

First \$5's 87 1.38

First \$10's 87 1.38

Second \$1's 86 1.38

Second \$5's 86 1.38

Second \$10's 86 1.38

Third \$1's 85 1.38

Third \$5's 85 1.38

Third \$10's 85 1.38

Victory \$1's 84 1.38

Victory \$5's 84 1.38

Victory \$10's 84 1.38

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Victory \$5's 83 1.38

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## Business and Finance

Yesterday closed a more than ordinarily important week in East-bay financial circles, witnessing at least two highly important utility announcements and other operations of considerable magnitude. Naturally the overshadowing event was the publication yesterday of the Key Route reorganization plans. Second to that development was the marketing of the East Bay Water Company issue of \$2,500,000,000, now selling rapidly.

The Oakland transit reorganization announcement not only was of local significance, but was the outstanding development in California utilities financing plans in months. The plan, which was announced in scattered and the general importance of the transportation problems in the Pacific states.

The initial meeting of the transit of that announcement was to be held at the San Francisco Chamber of Commerce, room 465, at 10:30 o'clock next Wednesday morning, to which all security holders have been invited by John D. Drumm, chairman of the committee which since September, 1919, has been considering the reorganization plan.

This meeting should produce the first expression of sentiment with respect to the plan.

In promulgating its plan of reorganization, the committee has outlined important data regarding earnings and expenses, together with sums available for interest and dividends of the reorganized company based on last year's earnings.

It also has presented much other valuable data as explaining the reorganization purposes. Thus it is shown that on completion of the reorganization, the financial structure of the operating company and its subsidiaries will be as follows:

Common stock, \$10,000,000

Preferred, 7% cum, \$10,000,000

Prior pref. 7% cum, \$10,000,000

Total, \$30,000,000

Oak. Ry. 6%, \$2,500,000

Oak Term. Co. 6%, \$1,000,000

Total, \$3,500,000

Gen'l and refund mort., \$1,250,000

Gen'l and refund mort., \$1,250,000

Prior mort., 6%, \$1,000,000

Divisional mort., 6%, \$1,000,000

Total, \$11,500,000

Grand total, \$42,500,000

An expansive statement relative to the plan has been issued by the committee, and of illuminating nature.

The plan provides that the holders of the Preferred Stock of the old company will become the common stock of the new company, through the purchase of bonds and the mortgage bonds, supply two-fifths of the new mortgage required.

It is stated that the new first mortgage bonds herein provided will be secured immediately will be secured by ten times their face value, the earnings of the operating company will be sufficient to pay the interest on such bonds. Consequently, these bonds will be an excellent investment.

The two small underlying issues in the plan, the \$10,000,000, are placed in a slightly preferred position, and virtually extended to 1936 in the form of new issues covering the same property as first lien.

The reorganization committee feels strongly that the amount of bonds provided in the plan is the maximum which should be issued against the property at this time, and therefore it is necessary to create junior securities in the form of preferred stock to be issued to the holders of the old common stock.

The distribution of the bonds in Groups 2 and 3 has been determined after careful consideration of the property values but, not only applicable to the various bond issues.

### LIMITED TO DIVIDENDS.

The prior preferred stock is limited to an amount on which dividends can be expected to be paid at the start. The rate of interest on the preferred stock is fixed at seven per cent (7%) with due consideration for the equities of the bondholders in Groups 2 and 3 and bondholders. This is not a high rate of interest for preferred stock under present conditions. Any excess of earnings after payment of dividends on the prior preferred stock will be available for dividends on the preferred stock, and no dividends will be paid on the common stock until all the prior preferred stock has been paid in full.

The \$2,500,000 Oakland Railway Terminals Company is virtually extended to 1936 with the same securities as collateral as these securities would have received in the reorganization had the amount of the old bonds and \$3,125,000 of preferred stock been paid in full.

The interest on the new notes is to be guaranteed by the operating company for a period of fifteen years.

The \$1,000,000 face value Oakland Terminals Company notes now outstanding, which are not secured by \$5,000,000 first mortgage bonds of the roads, have been extended to 1936 in making the extension the operating company will agree to apply the money realized from the sale of the bonds in the value of its first mortgage bonds to the redemption of the tide lands for which expenditure is to be made.

The tide lands, which will be sold or pledged with the trustee of the first mortgage, as additional security, valuation of the Key Route and city trolley lines has been figured by

the committee at \$10,000,000.

The plan also provides that the holders of the Preferred Stock of the old company will become the common stock of the new company, through the purchase of bonds and the mortgage bonds, supply two-fifths of the new mortgage required.

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## FISCAL YEAR ONE OF HIGH MOMENT TO U. S. FINANCE

Marks Conquering of After-War Depression by Nation.

By HOLLAND.

Exclusive to OAKLAND TRIBUNE.

NEW YORK, July 23.—In the closing days of the governmental fiscal year, which ended June 30, the most conspicuous single constructive action taken by the nation was the announcement of the plan of Secretary of the Treasury Mellon has formulated for the permanent disposition of the Allied debts, nearly \$11,000,000,000. So far as the fiscal year will prove to be the most important and conspicuous single constructive act in the fiscal year which begins on July 1 will be the actual funding of the government's debt. The beneficial effect of action of this kind upon business, industry and world affairs speedily will be discovered after the funding has been completed.

Many other things which will identify the fiscal year now closed will make that year traditional. In the first place, deflation had just begun in the last weeks of the previous fiscal year. It was the reaction from the amazing mental condition of the American people prior to and a year and a half after the armistice had ended the war. Deflation continued throughout the first six months of the fiscal year which has just ended. It touched almost every industry and swept away with something like cyclonic force high prices for commodities and established new low records for wool, raw silk, cotton and other raw materials.

By January of the fiscal year, however, the first promise of improvement was recognized, especially in the woolen and other textile industries. Near the close of the fiscal year deflation seemed to have reached its lowest point, and the wages paid to organized labor.

Improvement in the credit situation, which had been disastrous in the early months of the fiscal year, was noticed in the spring. There had been much talk about frozen credits, but some of these began to thaw. The first stimulus of relief came from Boston. The Federal Reserve Bank of the Boston district announced a reduction in its discount rate. That bank always will have the credit of being the first to reflect the change in credit conditions.

Speedily other Federal Reserve banks announced reductions in discount rates. There could be only one interpretation of this action and that was that in the last half of the fiscal year credit conditions began to improve. In the closing days of the fiscal year the report from London that the Bank of England had reduced its discount rate. These reductions could not have been made if conditions were not improving both in the United States and in Europe.

### STUPENDOUS GOLD CURRENT.

Another feature by which the old fiscal year will become traditional is the unprecedented movement of gold from all parts of the world to the United States. This came, too, at a time when the production of our own gold mines had fallen off as a whole about 20 per cent.

For the first time in many years, work in some of these mines was suspended. During the year we have accumulated a little less than half of the estimated world's production of gold. This is a record, and it is a record which will be remembered for many years.

What is to be done with this gold? It seems to be able to forecast. Unusually good times are expected for the world over, and we shall see a considerable part of it and that loss will be beneficial because it would be due to increase of trade, industry and commerce both in the United States and elsewhere in the world.

### FINANCING FOREIGN TRADE.

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The most cheering news from any business quarter is that which has been coming in from the textile centers. The cotton and woolen goods industry has been steadily improving since then until they are now back to those of a good average season.

In the case of the demand for woolen goods, next to textiles, the best reports are those from boot and shoe manufacturers and related trades. Here are instances where the cotton and woolen goods industry has been steadily improving since then until they are now back to those of a good average season.

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In the case of the demand for



## Business Reported Good in Alabama



# LAKE TAHOE CHOSEN FOR AUTO MEET

Automobile men from all parts of California will gather at Lake Tahoe August 15 and 16 for the Northern California Automobile Association, the organization which is doing so much to stimulate the car through sales and the repair and maintenance of the car.

George H. Barber, who was re-elected president at the general meeting in Santa Barbara last June, is president, and will be assisted by Albert W. Marland, secretary-manager of the State association.

The State association is divided into more than forty local clubs, each with a secretary-manager in charge. Representatives from practically every local in Northern California will be there, and much important business will be transacted.

Price reductions and general trend of the automotive industry will be discussed, and the organization will discuss various business bodies.

That the "California Plan" of automobile trade associations is a success is proved by the adoption of the plan in more than fifteen states.

Robert W. Marland leaves this week for Seattle, Tacoma and Vancouver, B. C., where he will address the State associations there and tell them of the success of the California plan.

The California association is now being put into effect in the northwest, and Marland will tell them how it was done in the Golden State. This is the second time in less than a year that he has gone north to lend a helping hand in organizing Oregon and Washington associations.

The well-known wheel and tire insignia that you see in front of car garages, motor car and accessory dealers means that you will get the best deal there. This is the insignia of the California Automobile Association. Look for it when you need service for your automobile.

# BUSINESS LOOKS GOOD, SAY MFGS.

(Continued from Page 1-O)

One of the organizations complicated the automotive organization, this fact and said that all of the others were unable to meet salary Saturday night. That incident shows that business generally is what it should be and when such condition exists the automobile naturally suffers. Yet the motor car makers are doing business, and car dealers are filling orders and getting them. Depression expected in July did not materialize on the basis expected and is another source for congratulation. Herbert Hoover says that the country has turned the corner and depression is on the way to end times. The motor car business generally that corner some time ago.

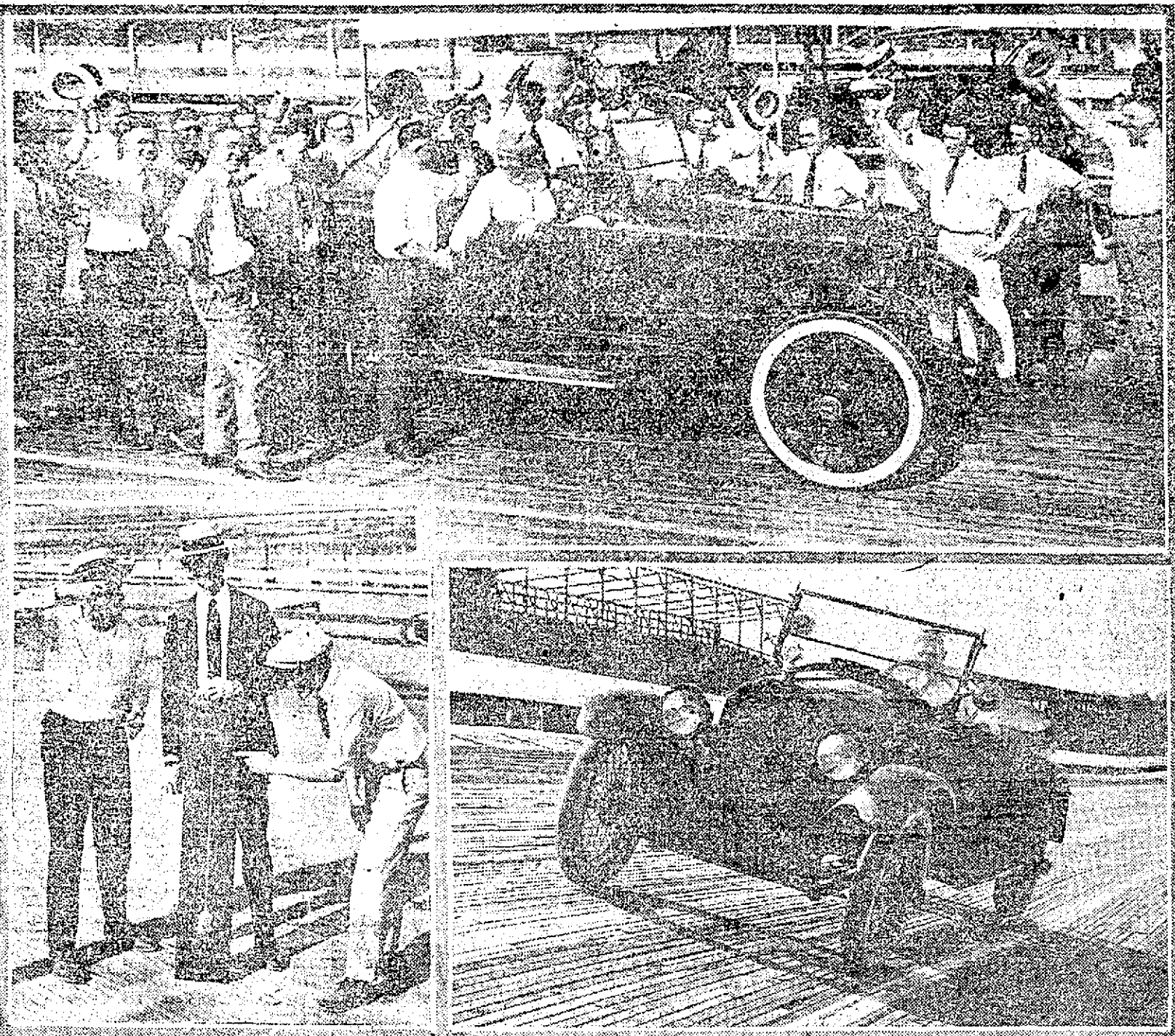
Hoover says that the country generally has returned to hard, contented toil that labor has returned to real productivity and that state has been eliminated. Mr. Hoover does not mention the automotive businesses, but he is right.

**SALES ARE TRIMMED.**

Sales have been trimmed throughout the motor industry. Expenses have been cut to a minimum. Every maker has had to do this to meet the new prices which have been made. All of which should demonstrate to the public that it is getting more than a dollar's worth for its dollar, at least in the automotive field. Makers should be credited with readjustments which have been all to the benefit of the buyer and little to the detriment of the manufacturer on account of the limited market. Under somewhat near normal production may be attained by installation of the present prices the maker can win out on the right side of the ledger. Limited production means a loss to the public demand, yet his market conditions. He watches with the utmost interest every development. Rest assured of that.

Two hundred and fifty-two applications to operate automobiles were approved last month in Washington.

THE WILLYS-KNIGHT, WHICH SET A RECORD OF OVER 10,000 MILES WITHOUT STOPPING THE MOTOR, IN A TEN-day run at the Fresno Speedway. The upper photo shows the car, and its enthusiastic greeting at the conclusion of the test. At the left is AL JOY, one of the officials with a thermometer, showing that the temperature there was over 110 degrees. At the right is the Willys-Knight on the Speedway.



## Ten-Day Test Made in Heat of 142 Fahrenheit

HERE are the outstanding facts of the special test run of the Willys-Knight car over the Fresno Speedway, July 4 to 14 inclusive: Distance covered on run—10,387 miles.

Time—Ten days, July 4 to 14. Average speed 46 miles per hour. Only one motor stop made on the whole ten-day run.

Three drivers, working in two-hour shifts, piloted the car. Strictly stock model Willys-Knight used in the test.

Heat registered on the track ran as high as 142 degrees Fahrenheit. Official observers—Al C. Joy and "Scotty" Marland.

A new performance record that officials declare proves again the superiority in design and construction of the Willys-Knight sleeve valve motor.

## New Models Will Be Sent West December 1

E. V. Rickenbacher, America's Ace of Aces during the great war, is now rapidly becoming an Ace in business on the Pacific Coast, where he is head of the Sheridan Motor Car Company of California, with headquarters at Oakland. Captain Rickenbacher recently announced that the first six of the new Sheridan six-cylinder models made with the company, a member of the Durant organization, will be delivered on the coast about December 1.

The city of Boston spent \$200,000 for automobile service last year, exclusive of the fire, police and hospital departments.

## NEW MODEL OF CAR DUE HERE

Willys Sainte Claire roadsters are now in production and the cars of this model are expected soon by the Stewart Motor Company in Oakland. The roadster is original in design, and while all tendency toward the extreme has been avoided it is distinctive and "snappy" in appearance.

The standard roadster colors are Lady Mary maroon, Newport blue and Liberty green. Other colors and color combinations may be secured upon order at a slight advance in price to cover cost of additional paint work. The radiator, hub caps and side or "counters" light are nickel plated on the roadster.

Like the touring car, the roadster is equipped with disc wheels painted to correspond with the body. A spare wheel and tire, carried on a rack at the rear, are furnished. A top of special design, fully equipped with curtains, adds to the attractiveness of the car.

by a hatchway folding flush with the rear deck. This hatchway is in two sections connected by a hinge and it folds back to form the rear of the seat. The section against which the passenger rests is thickly upholstered in leather.

There is abundant leg room for the tallest man in the rumble seat and a "six-footer" can stretch out comfortably. This roominess is secured by extending the compartment under the front seat. The rear compartment is also available for carrying luggage.

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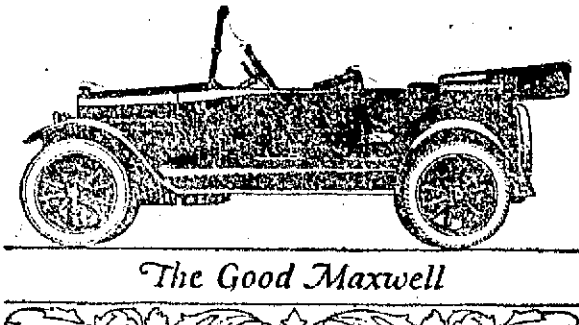
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## Improvement Is Shown In Many Western States

R. C. REUSCHAW, general sales manager of the Roe Motor Car Company, says that reports that business is slack are untrue. Business has not been what it might be but orders are coming in continually from dealers. Marked improvement has been shown in the Kansas, Maine and State of Washington territories.

## Campaign Is Begun For Cleaner Cars

The Motor Car Dealers' association of San Francisco has begun a campaign for clean automobiles in the city. The idea is to improve the appearance of the city by improving the looks of its automobiles.



The Good Maxwell

## TALKS ON THE VELIE No. 2

THE CONTINENTAL MOTOR

IN the Velie Model 48 is installed the CONTINENTAL 7-R Red Seal Motor. This six-cylinder engine is the perfected result of years of research by automotive experts. It is notable for fuel economy. At the same time it develops full 50 horsepower and high speed, with a minimum of vibration and effort. A balanced motor, with four-bearing shaft and durable bronze-backed bearings everywhere, it represents an achievement in automotive construction. It is typical of the quality built into the VELIE.

Webb Motor Company

1010 BROADWAY  
OAKLAND

2471 SHATTUCK AVE.  
BERKELEY

Velie Distributors

The well known economy, and the new goodness of the good Maxwell, make it without doubt the greatest value in the motor car market today.

Lou H. Rose Co.

Distributors of Chalmers and Maxwell Motor Cars

2841 BROADWAY, OAKLAND, CALIF.

1230 Van Ness Ave., San Francisco

MAXWELL

# AUTO SUPPLY HOUSE BUYS EIGHT STORES

The Western Auto Supply Company, operating a large chain of automobile and accessory stores in the western half of the United States, with general offices in Los Angeles, Cal., and capitalized at \$3,000,000, has just completed negotiations for the purchase of eight stores owned and operated by the Autoparts Supply Company, a half million dollar corporation, operating in Seattle, Portland, Tacoma, Spokane, Yakima, Bellingham, Walla Walla and Boise.

This merger is of immense importance to the motoring world, as the Western Auto is now represented in practically every city of importance in the West.

The growth of the Western Auto Supply Company has been remarkable.

"Getting an idea and sticking to it, giving the public something they want and need, giving them quality merchandise and, above all, always keeping faith with the public," is the explanation given by Pepperdine for the continual growth of his business, which grew from a desk in a garage in Kansas City to one of the largest in the world in twelve years.

"When I first started with a desk in a garage in Kansas City, just twelve years ago, my capital consisted of about \$5 and a lot of nerve," says Pepperdine. "However, with this nerve I secured a consignment of 400 worth of merchandise and went to work. While in those days there were not as many automobiles as there are today, they needed accessories then just as they do now and it was not long before my first stock was exhausted and I was fairly on the road to building up a big business."

With the eight Autoparts Supply Company stores just acquired the Western Auto Supply Company that had such a small beginning has developed into an organization of twenty-nine stores located in the principal Western cities and is probably the largest concern of its kind in the world. Many new branches will be opened shortly.

GEORGE PEPPERDINE, President of the Western Auto Supply Company, who has just taken over several supply houses in the north west.



## Oldfield Will Coach U.S. Team In Grand Prix

BARNEY OLDFIELD is in New York ready to sail for Europe where he will act as mentor for the American racing team in the Grand Prix race in France this month. Barney will also represent the Los Angeles Speedway in signing riders for the opening meet of the coast speedway circuit racing next fall.

The great Los Angeles speedway will open Thanksgiving Day when it is believed all of the foreign stars will be present ready for an active winter on the Coast with speedways at Los Angeles, Fresno, Santa Rosa, San Francisco and Tacoma.

In France, at cross roads the automobile coming from the right has the right of way.

# FAST TIME ON ROADS IN MOUNTAINS

Traveling over 900 miles from Caldwell, Idaho, to Oakland, in a new Essex car, in four days, is a feat accomplished by Floyd Southward, who drove up to the headquarters of Hamlin and Boggs, Hudson and Essex dealers, the other day.

"The trip was a wonder all the way through," is the way Southward expressed it on his arrival here. "We bought the Essex from our local dealer and drove it several hundred miles around the town there, and then started for Oakland without preparation other than filling the gasoline tank."

"We drove from Caldwell, Idaho, to Burns, Oregon, in one day, and then to Alturas, Calif., a distance of 250 miles, in another day. During this trip we did not see a single human being. The road leads through a high plateau of alkali. The roads were none too good either."

From Alturas we drove to Redding in a day over a road that has been badly cut up by large trucks, used on a power project in the mountains.

"From Redding we came on down the valley, driving easily and stopping now and then to see the scenery. We made no attempt to set a speed record, and made the trip in four days without hurrying."

"The roads in Idaho and in the mountains of Northern Oregon and California are not the best in the world, but we had no trouble with the car, or in making the grades."

"California roads, of course, are the most wonderful. It is certainly a joy to reach the fine paved highways after traveling over haphazard dirt roads for hundreds of miles."

"There is an abundance of scenery throughout this trip. There are the high mountains, and the crooked roads over which careful driving is required."

"Caldwell, Idaho, is in the heart of the Snake River valley, one of the richest in the State. Thousands of tons of produce are shipped from there every year."

BRIDGE YOUR MOTOR CAR PROBLEMS

WITH A Buick

Today the most momentous problem confronting the citizens of San Francisco and the bay district is adequate transportation facilities.

Bridge the Bay

Is the Popular Slogan.

Engineering experts state that it will require four years in which to construct the proposed bridge.

BUT

You do not have to wait this long to enjoy at all times

ADEQUATE MOTOR CAR TRANSPORTATION IF YOU INVEST IN A 1922 BUICK

REDUCED TO

\$1735 ROADSTER

\$1765 TOURING CAR

DELIVERED HERE—WAR TAX EXTRA

THE BIGGEST VALUE EVER OFFERED IN A SIX-CYLINDER AUTOMOBILE

Combined With the Up-to-Date HOWARD SERVICE

Howard Automobile Company

The largest distributors of Automobiles in the world

HOWARD AUTO CO.

3300 Broadway, Oakland

When Better Automobiles Are Built Buick Will Build Them.



## AUTO MEN'S NAMES WILL STAND OUT

By WILLARD S. WOOD

When the authentic history of the first twenty years of the American motor industry is written, two names will recur in its pages oftener than any others. Henry Ford and William C. Durant have unquestionably left a deeper imprint of their personality upon the American automobile industry than any other of the hundreds of forceful and successful men who have played a part in it during the past two decades. Ford as the builder in gigantic numbers of the lowest priced car, and Durant as the genius who built the organization which made the names of Buick, Cadillac, Oldsmobile, Oakland and LaFayette equally well known in their price classes, will stand out vividly in the record of the first twenty years of the automobile industry.

One striking contrast in the methods of the two men gives interesting proof that the recipe for success is not the same for every individual. No industrial captain America ever knew as received the volume of publicity accorded Henry Ford. It is doubtful if any man in public life with the exception of Roosevelt ever received as much. On the other hand it is doubtful if any American with achievements equal to Durant's ever received as little public notice.

**DURANT'S EXPERIENCE.** Durant's experience as a successful manufacturer far antedates that of Ford. Durant was in fact the "Ford of the carriage business" in the middle nineties. Starting as a factory hand in one of the plants owned by his grandfather, a Civil War governor of Michigan, Durant began the carriage business from the very bottom, launched the Durant-Dort carriage company, and in 1895 was building 1,000 carriages a year, a gigantic figure for those days.

When the "horseless carriage" made its appearance, Durant was not slow to recognize the possibilities it held. In 1905, long before the carriage business had begun to be seriously affected by the automobile, Durant organized the Buick Motor Company, and soon was applying the lessons of the carriage business to the production he had learned from the carriage business. By 1907 the Buick Motor Company was employing 13,000 men.

Not content with that, Durant saw the advantages to be gained by still larger operations. In 1908 he organized the General Motors Company, and by the end of 1909 he had acquired the Cadillac, the Oldsmobile, the Oakland and the Northway Motor plants in addition to the Buick plant. The combination was very successful and in 1909 profits were past the ten million mark.

**RAISES MILLIONS.** The very success of the company, however, and the necessity for rapid expansion forced the need for tremendous sums of capital. In 1910 Durant faced the need of raising twelve million dollars. He got it from Wall Street, but the lenders drove a hard bargain. By its terms Durant was to give up the control of the company for a five-year term to a voting trust, of which Durant was but one member.

In the next five years Durant worked tremendously. He launched the Chevrolet Motor Company, built its output to large figures, and secured a large percentage of General Motors stock that could be bought. At the end of the five-year agreement with the Wall Street bankers, Durant and his friends had a majority of General Motors stock in their hands, and Durant again has complete control of General Motors. Chevrolet was merged with General Motors, and Durant led the company to greater success than ever before. In 1915 the gross earnings of General Motors were more than four hundred million dollars and the company was rated the greatest industrial corporation in the world.

How great a part of the credit for this is due Durant, only those who know him best realize. A tireless and tremendous worker, Durant has for years devoted fourteen and sixteen hours a day to business. Every detail of the vast business he built up was familiar to him. As an example of this, Floyd Parsons, in a recent article in the Saturday Evening Post said: "People who do not know something have referred to Mr. Durant as a financier. This is not true, for the greater part of his attention is given to the mechanical details of the cars he manufactures. These who know him best had occasion to discover that he can pick out a technical fault in a piece of machinery quicker than most mechanics who devote practically all their time to the building of motor cars and their allied products."

In December of 1920 the control of the General Motors Company again passed from the hands of Durant, this time to the Dupont interests. Durant disposed of his entire interest in General Motors and resigned from the presidency of the company.

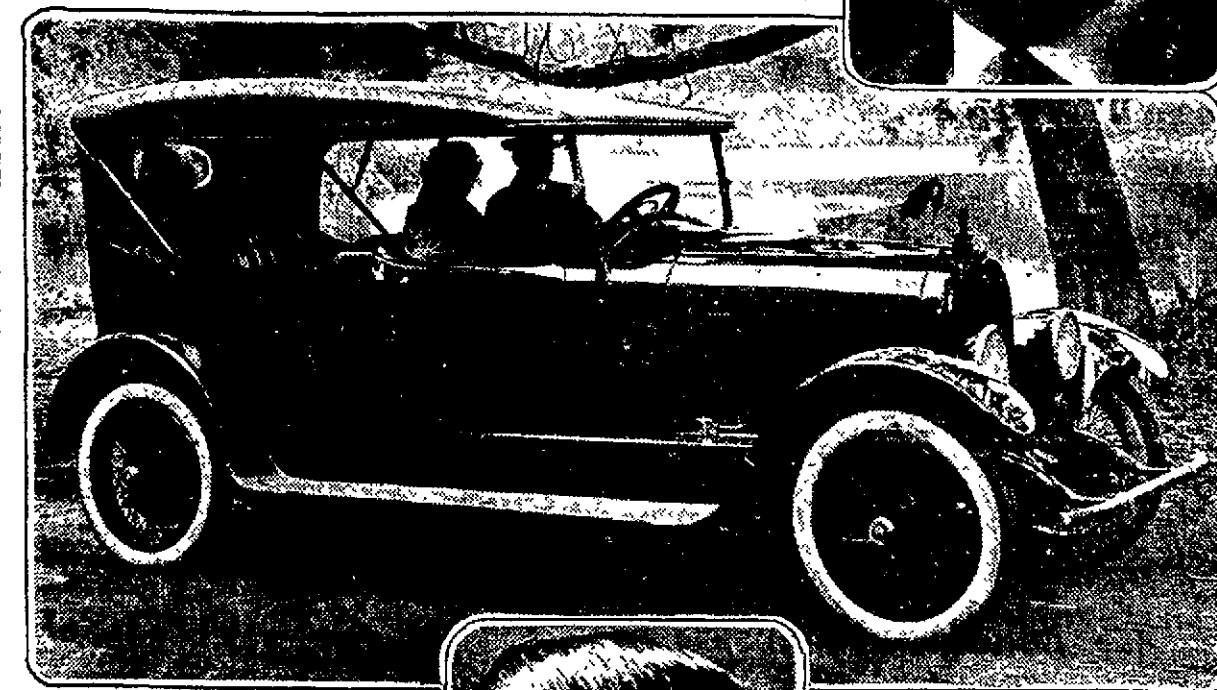
**WILL RE-ENTER BUSINESS.** About the middle of January Durant sent out a personal letter to a few of his friends saying that he intended to re-enter the automobile business, with the manufacture of a four-cylinder car, called the Durant, and designed to sell under a thousand dollars at the factory. He stated that 500,000 shares would

## BIG WESTERN PROPOSITION TO BE DEVELOPED

Dan G. W. Smith, former production manager of the Southern Motor Manufacturing Association Ltd., of Houston, Texas, has returned to Detroit. Smith resigned from Southern Motors about one year ago but remained in the south with headquarters at New Orleans and then at Birmingham, Alabama, for some time. He is interested in the south in the oil business. When a Detroit in earlier years he was assistant to Harry Hill at the Chalmers, Everitt and Hayes plants, in caring for production. Smith is now interested in a big western automobile manufacturing proposition which is developing rapidly.

## NEW SALES AGENT NAMED BY FACTORY

A. W. Rawling, one of the best-known motor car dealers of Oakland, who has handled high-grade automobiles for many years, is again selling Marmon cars here. He has secured a contract direct with the Nordyke and Marmon plant, and has no connection with



## COST OF WATER TRAVEL DOWN

"These are the golden days for the motorist," writes W. C. Leland, vice-president and general manager of the Lincoln Motor Company. Leonard Hallon, manager of the Walter M. Murphy Motors Co. "Not only is the price of automobiles at a level far below that of the last five years," Leland's letter states, "but the cost of gasoline, oil and service is at a reasonable figure. Analysts are of the opinion that the price of motor-fuel is going still lower. Cars are becoming more economical of fuel, too."

"Probably the aggregate cost of motoring is down 25 per cent or more. And this at a time when the cost of other transportation has been steadily mounting. The tremendous road-building programs now under way by the states and the federal government add to the delights of touring, and favorably affect costs."

"These factors already have been felt favorably in the increased volume of business at the Lincoln plant. In the typical city of Chicago, our June business was 50 per cent larger than May; and May had been very good. Prospects for the first half of 1921 are very encouraging."

"The automobile industry is gaining not only because of its own efforts to fix fair prices, but by the drop in the cost of everything connected with motoring. This is one of the biggest touring summers on record."

be offered at \$10. per share. Not even a subscription blank was enclosed, but the response was so tremendous that the entire issue was immediately over-subscribed. Durant was moreover instantly flooded with letters and telegrams from distributors all over the country, seeking the agency for the new car.

F. W. Mohrsee, vice-president and director of General Motors, immediately resigned to follow Durant. Other former lieutenants of Durant to follow him were Richard Collins, president of the Cadillac, and Edward Ver Linden, president of the Oldsmobile, as well as many others.

In view of Durant's dynamic personality and record of past achievements, it is no wonder that the center of the automobile trade are centered at present on the appearance of the new car. He is shortly to place on the market. His recent purchase of the Sheridan plant, and the rumors of the forthcoming Collins Eight give promise that Durant will reappear in the automobile business with not one but three cars, and that the "Wizard of Flint" has by no means played his last card in the automotive business. At any rate, Durant's next moves are awaited with the keenest interest by the entire automobile trade, and by that great portion of the automobile buying public who are familiar with the history of the business and its leaders.

According to the Bureau of Public Roads, United States Department of Agriculture, there is less wear on the roads when pneumatic tires are used on motor vehicles.



THE MARMON IS BACK HOME again. A. W. RAWLING, above, and the Marmon 34, which he is again selling here in Oakland, below. Below is LLOYD S. JOHNSON, sales manager for Rawling.

Al G. Faulkner Company, California Marmon distributor. Rawling met Sales Manager Brook of the Marmon factory on his arrival here, sold the Eastern man on the Oakland territory, and secured a direct factory contract. Since Rawling had built up a huge Marmon business in Oakland, Brook decided to make him representative here, responsible directly to the factory.

"We now have the new series Marmon for 1921 on display on our salesrooms floor, and in spite of the fact that we made no announcement until today, we have had many prospective customers coming in and looking over the new cars."

"The price reductions, ranging from \$1100 to \$1500, bring the Marmon into an entirely new field in the high-grade car class," says Rawling.

"I have sold Marmons for several years and have established a complete service station here. We have

special tools for repairing cars and expert mechanics for handling the work. We are enlarging our shop and service facilities and are welcoming owners here now. They can be assured that adjustments will be made without waste of time and it matters not where the car was purchased."

"We have organized an efficient sales force and these men have had years of experience in the high-grade car class. Kennedy, Theo. Schieffelt Jr. and J. N. Stebbins are the salesmen, with Lloyd S. Johnson, sales manager."

"In spite of the remarkable price reduction of all Marmon models, the quality has been improved. Manufacturing methods learned during the war, when the plant was making Liberty motors, have been put into effect in making Marmon cars. The men are working to closer limits than ever before in the history of the motor car industry, closer than experts thought possible a few years ago. Where a hair's thickness was thought close then, the modern method is to divide a hair in a hundred parts and then make pistons and other things that are more efficient motor car and longer life."

"Several important changes have been made in the new Marmon, all tending to make the operation of the car quieter and more efficient. The changes are not radical and the body lines of the famous model 34 remain the same."

"The new Marmon at the lower price is just as completely equipped as the cars selling for \$1100 more a few weeks ago. Not a single thing has been eliminated."

"The reason that the factory is able to cut the price is because of lower prices for material and labor. They have anticipated 1922 costs in the manufacturing of cars and are giving the motoring public the benefit of the lower cost."

"There is a great demand for high-grade cars in Oakland. We have sold several hundred Marmon cars during the last few years and have many satisfied owners."

## Peerless 8 Cylinder MOTOR CARS

Analyze Peerless Value---compare Peerless with all other comparable eights---for pickup, power, size, weight, comfort and appearance.

Experience the PEERLESS in action

PIONEER MOTOR COMPANY  
of Oakland  
2800 Broadway  
Phone Oakland 2800

## AUTO MEN WILL FROLIC AT CAMP

The automobile men of Alameda county will frolic at the Boy Scouts' camp in September. Committees have already been named to plan stunts for the affair, under the leadership of Don Ensminger, manager of the Union Oil Company.

There is always a huge turnout for these picnics and practically every man in the automotive industry in Alameda attends and brings along his wife and children.

There will be dancing and entertainment of all sorts, races and games and good prizes for the winners.

The committees in charge of the affair are as follows:

General committee—Dave Jones, Nelson Scott, Charles Avis, Walter Hesse, J. B. Mackay, Clark Nowak, Games and stunts—Nelson Scott, Walter Hesse, chairman; R. Cook, Al Morris, Al and Jack Du France, Ed La Rue.

Prizes—Walter Hesse, chairman; L. G. Reno, W. E. Strel.

Reception committee—Al Morris, chairman, Ralph Seeley.

Dancing and music—J. B. Mackay, chairman, Clark Nowak.

Tickets and program—F. Walter, chairman.

Publicity—Jim Houghman, Tom Church, B. J. Rosenthal.

Finance—F. W. Crutcher.

To enlighten them upon the usually confusing foreign traffic regulations, Americans motorists are supplied with a booklet by the Minister of Public Works.

## FAGEOL NAMED SALES MANAGER

Claude Fageol, one of the best known sales experts about the bay who has been connected with the automotive industry since it was swaddling clothes, is now sales manager of the Pacific Nash Motor Company, distributors of Nash and LaFayette cars.

"We needed a sales manager here to look after the sales end of the business," says Charles Tate, general manager of the Oakland establishment.

"Fageol has been in the automobile business for many years and knows more people here in the East-bay cities than many politicians. He is a worker, and will keep his men hustling."

"The demand for Nash and LaFayette has been so great in the past few weeks that we have added several men, and need an executive to plan their campaign."

Fageol has been employed by Chevrolet and Fageol factory for several years. He started his own business when the old Rambler was the car of the hour and has sold several hundred cars since then.

## Spanish Drivers Need Character Certificates

Each applicant for a driver's license in Spain must get a certificate of good conduct from his mayor. He must be able to read and write. His hearing, eyesight and general health must be good, and he must show the "code of the road" booklet by the Minister of Public Works.

## CLAUDE FAGEOL, new sales manager of the Pacific Nash Motors Company.



## Electric Signal For Autos Works Well

An electric signal for automobiles has been invented in the form of a hand illuminated by small incandescent lamps. The hand is made of glass and is held by the thumb and index finger of the driver. It is a small electric lamp so that the whole hand is brightly lighted when extended as a signal to notify other vehicles of a contemplated change of direction. The device is intended to lessen night accidents.

## CHICAGO DEALER VISITING COAST

Louis Geyler, a prominent automobile dealer of Chicago is here for a brief visit, accompanied by Mrs. Geyler. Today they are guests of C. L. Butler, president of Butler-Veitch, and with Mr. and Mrs. Butler start for the Yosemite tomorrow where they will spend the week.

Geyler has been a leading Chicago dealer for the past seventeen years, dealer for the past seventeen years for several makes of cars, including the Reo, Hudson and Essex. He had the Hudson for nine years, and was the first Essex dealer in the city.

Three years ago he secured the Dort agency and has devoted his energies to the sale of this line since. He has 29 sub-dealers within the city limits and his success with the Dort has been phenomenal. He says that within the first week after the recent price reduction he sold in Chicago alone no less than 187 cars and that since the advent of the new models, the volume of Dort sales there has been greater than that of any competitor.

On their return from the Valley, the Geylers will visit Del Monte and Los Angeles and stop at the Grand Canyon on their way home. They have many local friends and will, he doubts, be extensively entertained when they are back from the Yosemite.

Since 1916 the number of horses owned by farmers in Pennsylvania has decreased 33,043, while the number of trucks on farms has increased to 14,325, and the number of tractors to 8323.

"If a man write a better book, preach a better sermon, or make a better mouse-trap than his neighbor, though he build his house in the woods, the world will make a beaten path to his door."—EMERSON.

# Studebaker BUSINESS is Wonderful

In a BUYERS' MARKET when prospective buyers could and did make careful inspections and critical comparisons of car values, Studebaker leads in SALES in California---except Ford. This is positive proof that Studebaker cars offer the highest value at just prices.

In Oakland, in June alone, we sold at retail---

## 77 Studebaker Cars

|                                                                                                                                         |                                                           |  |                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|--|------------------------------------|
| BUY<br>AN<br>I<br>Z<br>Z<br>E<br>R                                                                                                      | A comparison between June, 1921, and<br>June, 1920, shows |  | BUY<br>AN<br>I<br>Z<br>Z<br>E<br>R |
|                                                                                                                                         | <i>Our Sales Increased More Than 150%</i>                 |  |                                    |
|                                                                                                                                         | June, 1921 --- 77                                         |  |                                    |
|                                                                                                                                         | June, 1920 --- 30                                         |  |                                    |
| Not only do we <i>sell more new cars</i> than any other<br>Oakland dealer, but we also <i>lead in the number of used<br/>cars sold.</i> |                                                           |  |                                    |
| <i>There must be a reason</i>                                                                                                           |                                                           |  |                                    |

## Weaver-Wells Co.

3321 Broadway

Phone Lakeside 250

"This is a Studebaker Year"

## We Test Headlights Free of Charge

Get the night light your headlights can give, then see the night light our headlight control can give you without a glare.

We adjust them correctly

DAY AND NIGHT

Stephens Safety Auto Light Co.  
9003 E. 14th St., Oakland  
Elmhurst 592



CROSS-U. S. LOG IS KEPT BY AUTOISTS

A great majority of motorists look forward to the time when they can make the transcontinental trip either from the Atlantic to the Pacific, or from the western coast to the east. All motorists will be interested in the log of this trip written by Senator Frank S. Bess of Stockton, who is on route across country in his Cadillac sedan.

The first leg of the trip from Stockton to Denver was made without as much as a puncture. This took the Cadillac over the Sierras, through the deserts of Nevada and Colorado.

**NO EXTRA OIL NEEDED.**

Senator Bess was enthusiastic in the letter he sent back from Salt Lake. The Cadillac had climbed the Sierras and crossed the Nevada deserts in midsummer without the necessity of replenishing the oil or adding one drop of water.

The first day's trip, which included crossing the Sierras, was 115 miles to Reno. The roads this far were in fair shape. Three miles out of Reno the road became rough and dusty. The party followed the Truckee river to Washoe, where they left the Lincoln Highway and took the Pikes Peak Highway. The road to Lovelocks is in good shape. There is a good gravel road out of Lovelocks as far as City Dock. Beyond there the highway follows along the railroad fence and is deep with dust. After a heavy rain this road would be impassable.

STOP AT GOLCONDA.

The night stop was at Golconda, 120 miles beyond Reno. The distance was 190 miles for the second day.

The next morning the car was headed across the desert for Battle Mountain. This was the poorest stretch of road across Nevada, and is through practically an uninhabited country. Beyond Battle Mountain, considerable mud was encountered on account of the overflow of the Humboldt river and late that afternoon they went through a thunder storm with considerable rain. The night stop was at Elko. On account of the rough going only 12 miles were covered the next day.

The next day's run took them through Wells, where the road branches to Yellowstone Park. At one time beyond Lucin, they drove for fifty miles over the desert salt marsh and met only one machine. That evening, for the first time on the trip, they used their lights. The night stop was made at Park Valley, a Mormon settlement. Two hours' travel the next morning took them out of the desert into the farming country near Salt Lake. For 55 miles into Salt Lake travel was over a cement highway.

Following the Pike's Peak Highway, the party crossed the mountains at an altitude of 7800 feet. The Pike's Peak Highway, according to Senator Bess, is very poorly marked while the Lincoln Highway has sign posts practically all the way.

Senator Bess is accompanied by his wife and three boys, and he is most enthusiastic in his praise of the wonderful work done by his car.

NEWMARK WILL MAKE QUARTERS IN DETROIT

J. H. Newmark, former advertising manager of the Chevrolet Motor Car Company, who was promoted to assistant to Norval H. Hawkins, supervisor of advertising and sales for the General Motors Corporation, has removed from New York to Detroit and now has his offices in the big G. M. C. building. Mr. Newmark was for six years advertising manager of the Chevrolet Company. His 12 years with G. M. C. brought merited promotion. His return to Detroit to take up his residence was right in line with the wish of Newmark, who has been welcomed by the friends made in the good old days when he worked in Pontiac with the Oakland and spent a large part of his time in Detroit.

Manager of Irish Tire Plant Quits

Ben Hinchcliffe, who for the past seven years has been in charge of Irish business for the B. F. Goodrich Rubber company at Dublin, Ireland, is leaving this post and will return to the United States late in August, and will make his headquarters with his brother, F. A. Hinchcliffe, in Boston. No announcement is as yet forthcoming as to his definite plans.

NEW OFFICERS OF THE ALAMEDA COUNTY AUTOMOBILE Trade Association. They are, top row, left, DAVID JONES, president; ROBERT W. MARTLAND, secretary-manager. Below, left, A. E. BERG, NELSON SCOTCHLER and CHARLES L. HEBRANK.



Auto Club Elects Officers Members Choose New Leaders

David Jones, of Butler Veitch, Inc., was elected president of the Alameda County Automobile Trade Association, at the general meeting of the organization held last week. Jones has been connected with the automobile business for many years. He has sold Peugeot trucks for the last three years, and before that was with the Hudson and Essex dealers here. Jones is well known in the industry and was chosen by his co-workers in the automobile industry here, because of his long service to the association.

A. E. Berg and Nelson Scotchler were elected vice-presidents. There has been in business here for years, and is now owner of the A. E. Berg Company, distributors of Waverly and Vedol oils, and tires. Berg is one of the pioneers of the trade here, and has built up a reputation for fair dealing.

Nelson Scotchler is Ford agent in Berkeley and has given a great deal of time and effort to association work. He is a young man and has been in the automobile industry almost since he started to work.

Robert W. Martland was re-elected secretary-manager. "Bob," as every one in the business knows him, has been in association work so long that every one thinks he has always been there. He is secretary-manager of the state association, also, and is known all over the country. He is now on his way to Seattle and Tacoma, to address automobile trade associations there and sell them the "California idea."

Charles L. Hebrank, of Hebrank, Hunter, Peacock Company, Chandel, Cleveland and Hummable dealers, was re-elected treasurer of the association, the job he has held ever since the association was formed seven years ago. He is one of the best known men in the automobile business and has been in Oakland for many years.

The following men attended the meeting: Arthur R. Tawney, Alameda Life Insurance Co.; Sam Freeman, B. S. Jones, Butler Veitch Co.; Bob Martland, secretary California State Auto Trade Association; William L. Hurlston, G. L. R. Bennett, Johnson; George H. Reuben, 207 Pacific building; Clifford A. Williams, Tinsion Motor Co.; Pacific Ridge; A. E. Berg, Oils and Tires, 2022 Broadway; J. C. Furell, Auto Ed, Oakland; Metal Works, Reid & Peapack; R. E. Cook, Western Welders; Gary Harrison, Auto Electric Service Co.; J. C. Sturgis, mgr., E. J. Lutz Motor Co.; E. Robinson, Loring Radiator Works; Sheila Bros., Macchelli; Abe Morris, O'Brien; Frank M. Carr, Chausser & Loan Co.; E. C. Hughes, Tinsion Motor Co.; M. C. Tinsion, Tinsion Motor Co.; George E. Nutting, Clarence Gargner; H. B. Williams, Chandler & Lyon Co.; Robert S. Pearson, William Hatterley; W. H. White, William Hatterley; E. L. Johnson, Thos. Clark W. Sorensen.

MODERN CARAVAN PROVES POPULAR

With A. A. A. official recognition given to "Scott's Modern Caravan," the tentative plans recently announced toward assisting the home-seekers who will leave New York City on July 28 for their tracts near Buhl, Idaho, will immediately be adopted and put into operation.

The American Automobile Association has taken a keen interest in the "Modern Caravan" from the viewpoint of good roads. The journey will be considered in the light of an actual road experiment and

exhaustive road notes will be made for the use of the many touring members of the A. A. A. The entire route has been laid out by the A. A. A. and the association is also arranging a program of entertainment through its affiliated clubs and organizations. Pilot cars will be furnished the caravan through the A. A. A. and its clubs throughout the journey. These cars will be run in relays and will escort the caravan across the continent. In this way the caravan is absolutely assured of traveling over the best possible roads. If changes in the itinerary are found necessary during the journey the local representatives of the A. A. A. will assume responsibility for the new routing.

Both the usual type of cleated wheels and wheels with solid rubber tires are provided for a new farm tractor so it can be changed into a road vehicle in a few minutes.

DEALER URGES TAKING SHARES OFF EXCHANGE

C. W. Barren, of the Boston News Bureau, says that it is possible that investments of W. C. Durant in Studebaker Corporation amount to more than in Durant Motors. Barren says that when recently somebody proposed to Durant a joint ownership with Studebaker, Durant replied: "You have 20,000 shares and I have more than four times as much. You propose to me. I will likewise propose to you. If you will put your holdings up to 100,000 shares I will do likewise and then our friends may vote another 100,000 shares and you may vote my stock for I do not want to control the company. I know its value. But there is one thing I shall have to specify and that is that

Seattleites Join Old Timers' Club

Kenneth McAlpin of the Motor Products Sales company, Seattle, Wash., became so thoroughly imbued with the spirit which is making for the success of the Old Timers' club, that he started a real membership campaign and by personal solicitation secured membership after member. Seattle promises under McAlpin's able work to develop a chapter in the Pacific Coast section of considerable strength. William Hughson, vice-president of the Old Timers, who is organizing the coast section, will add McAlpin to his list of hustlers.

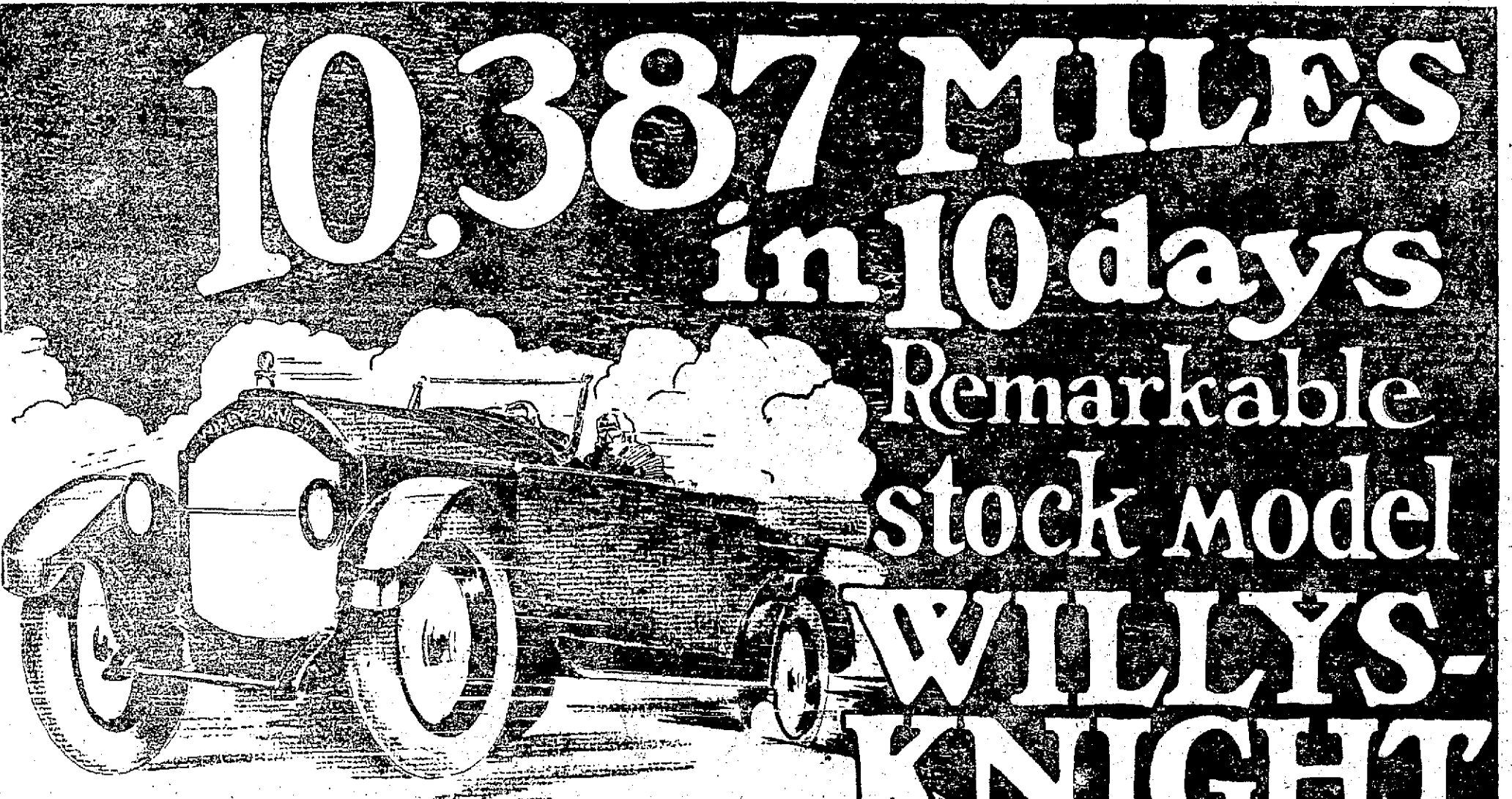
This control by 300,000 shares shall be taken absolutely out of the stock market. I have had enough of that business."

It is possible Durant was speaking to Charles N. Schwab.

DODGE BROTHERS SPEED UP FOR FULL PRODUCTION

F. J. Haynes, of Dodge Brothers recently said that he felt absolutely safe in making provisions for full production. This means 600 cars daily. Haynes believes this will continue for the balance of the year as reports from dealers state that their stocks have been practically exhausted. The orders have come in to Dodge Brothers for both passenger and business cars in volume. Business from farming districts has shown increase and this brought the second quarter up ahead of the first for the year with indications of the third quarter going ahead of the second.

The United States has 247,551 miles of surfaced highways.



-proves conclusively the SUPERIORITY of the WILLYS-KNIGHT SLEEVE VALVE MOTOR

On July 4th the Willys-Knight, a strictly stock model, was started on a performance test over the Fresno Speedway to prove to the motoring public the wonderful stamina, power, speed and cooling properties of the car.

The official figures on the test show how well the Willys-Knight proved its merit. In ten days and nights it covered 10,387 miles—a distance almost half way around the world!

The temperature on the track during the test ran as high as 142 degrees—and yet the water in the radiator never boiled! Proof of the remarkable cooling properties of the Willys-Knight.

An average speed (for the elapsed time from July 4 to July 14) of 43 1/4 miles per hour was maintained—showing the speed and sturdiness of the Willys-Knight.

This performance is of interest to the motorist as well as to the prospective motor car purchaser; for it really affords an actual, definite proof of what the Willys-Knight will do.

Three years of strain and usage by the average driver would scarcely subject any car to the same trying conditions which this Willys-Knight met and conquered in the short space of ten days. Almost a motor's lifetime use was packed into ten short days, under the most torrid sun in America and on a bowl that shuts off all cooling breezes.

No test could be more severe—no performance more gratifying—no triumph over adverse conditions more complete—no proof of durability more convincing.

The Willys-Knight again proves its superiority.

Under official observation AL JOY—"SCOTTY" MORTLAND

New Price—\$2145 Here

Touring .....\$2145 Here Coupe .....\$2850 Here Roadster .....\$2145 Here Sedan .....\$3050 Here

BELL & BOYD

BROADWAY AT TWENTY-NINTH. LAKESIDE 132.

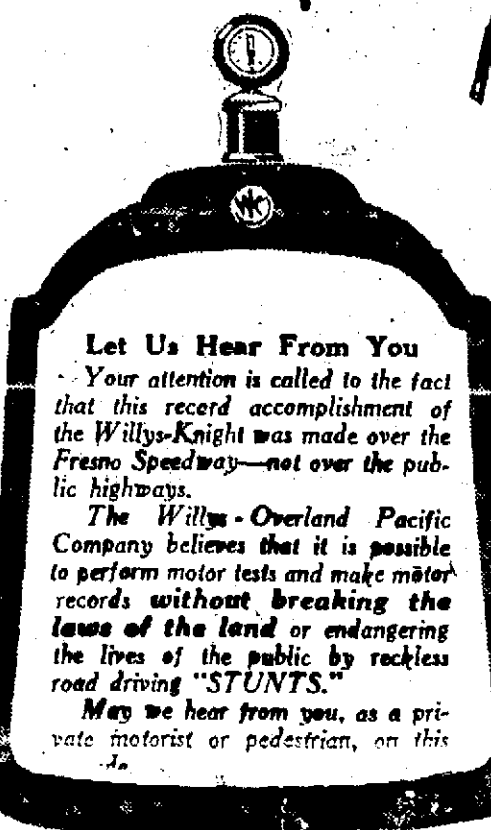
WHAT 10,387 MILES MEANS!

10,387 miles means distance equal to three transcontinental trips, plus the distance from San Francisco to San Diego and back to San Francisco.

More than eleven round trips between San Francisco and Los Angeles.

Almost half way around the world.

A ten days' motor trip of real significance.



AN OPPORTUNITY For Producing Salesmen

A responsible, established motor truck organization operating on this coast and marketing a high-grade product requires the services of three first class, broad minded, keen salesmen with clean records. Those having had motor truck experience are preferred but applications of high-grade motor car salesmen will be considered.

Duties will consist of sales and organization work in the principal coast cities. Good salaries will be paid, expense accounts allowed, with possible additional earnings as a bonus based upon results.

If necessary qualifications are shown these positions will be permanent. Because duties will require frequent shifts in location, single men will be given preference.

Applications must be made in writing and accompanied by references and copies of recommendations. Applications must state the following information: Age, experience, past and present connections, habits, married or single. All applications will be regarded strictly confidential but close inspection will be made of each applicant's record. Address Box 2862, Oakland Tribune.



# DUNCAN ST. HILL SCALED IN HIGH GEAR

By B. J. ROSENTHAL

Duncan street hill, the bugaboo of San Francisco motorists, has been conquered once and for all.

Surpassing a number of recent sensational hill-climbing performances, a Lexington Minute Man Six, under official observation, early last Saturday morning scaled the steep gradient of Duncan street in high gear, proving the claims that have been made for the car and its powerful Ansted engine.

Those who are familiar with the topography of San Francisco know that the Duncan street hill, between Sanchez and Noe streets, is about the steepest stretch of paved roadway to be found anywhere in California. According to official figures from the office of the city engineer, the grade, starting in the first sixty-six feet of the block of 560 feet, runs at 28 per cent only to reach, in the final fifty-five feet, actually 50 per cent.

Only a few years ago it was considered an accomplishment of notoriety for a motor car to ascend the Duncan street grade in low gear. Then, when the gradient was conquered in second gear, it was thought that the last word had been said. But the Lexington Minute Man Six had not been reckoned with.

Last Saturday's performance came right on the heels of the "Minute Man's" recent accomplishment in running up Fillmore street hill in high, while the feat of the same car in scaling the Duncan street grade in second gear with a load of four passengers is still fresh in the memory of local motorists. Likewise, the trick which the Lexington turned in running from San Francisco to the Yosemite in intermediate gear, in the remarkable time of ten hours and forty-five minutes is still a subject for conversation.

The latest feat of the Lexington was accomplished at the early hour of 5 o'clock, but it drew an interested gallery of spectators. The car, was driven by Roy Mires, sales manager of the Charles H. Kaur Company, Lexington distributors in San Francisco, and he was accompanied on the difficult test by Reuel Remington, service manager for the same organization.

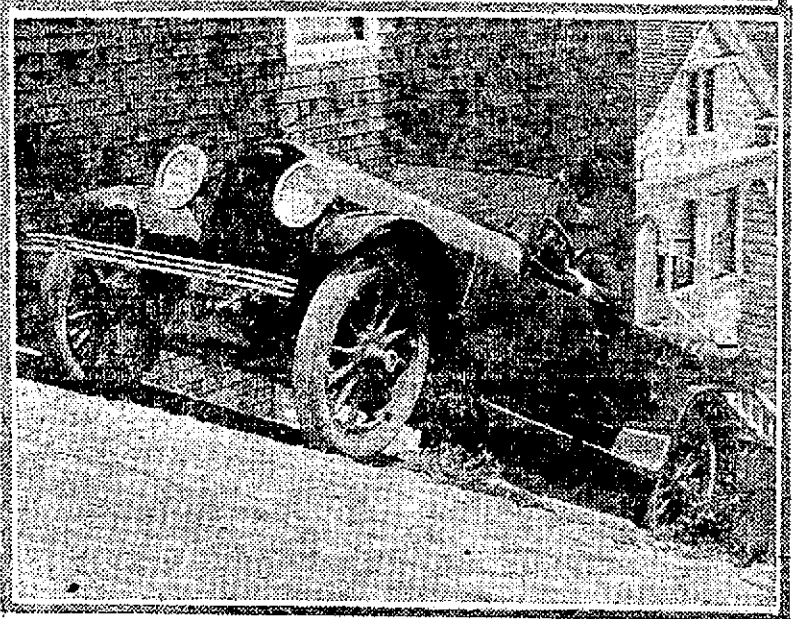
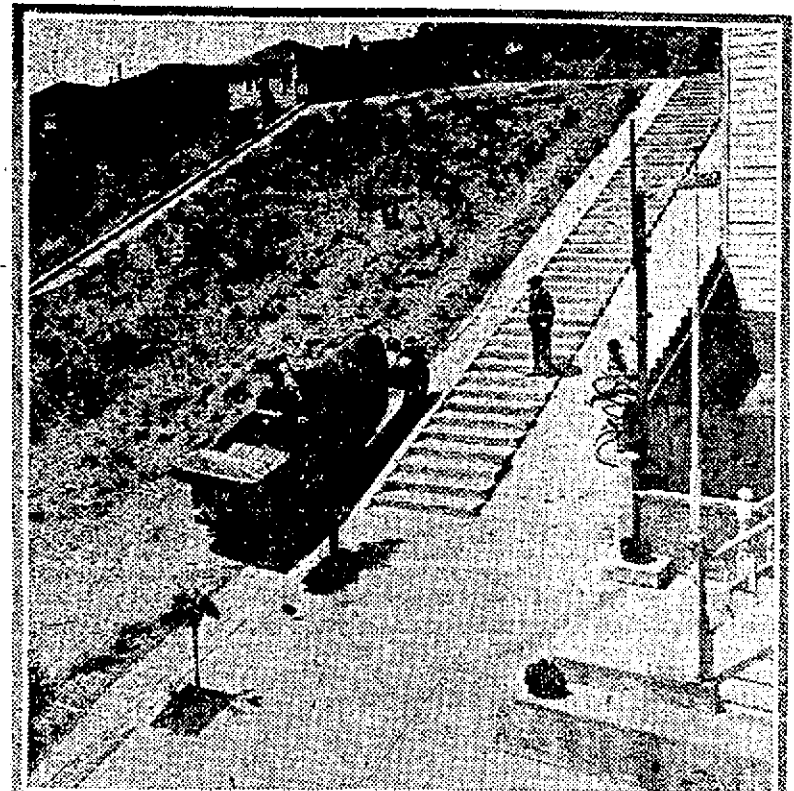
When the first part of the difficult grade was encountered the car was being driven at the rate of forty-five miles an hour. This speed was maintained up to the final fifty-five feet of the block and in going over the top of the grade an even twenty-two miles an hour was registered.

With a pause of only eighteen seconds, at the conclusion of the test, Mires took the car out on the straightaway and accelerated it from five to sixty miles an hour in eighteen seconds to prove that the Lexington was strictly a stock model.

Mires was highly enthusiastic after Saturday's sensational performance.

"Our accomplishment is one more proof of the power and the invincibility of the Ansted motor," he stated. "This motor is unquestionably the stoutest and most powerful on the market today and is backed up by actual performances, under official observation. Any motor car owner or driver of varied experience will acknowledge that the Duncan street grade presents the severest test in San Francisco or in California, for that matter, and running up this hill in high gear backs any claim made for the Lexington Minute Man Six and its famous motor."

THE LEXINGTON WHICH CLIMBED DUNCAN STREET hill in San Francisco in high gear. The upper view shows the car at the bottom of the hill at the start of the climb, and below the car is shown coming over the summit.



## PRODUCTION TO BE SALES REPORTED KEPT UP AT PLANT ON INCREASE

DETROIT, July 23.—The announcement today by Dodge Brothers, through President Haynes, that production would be maintained at capacity for the remainder of the year comes as a reassuring factor in the present unsettled condition of the market. Production at the Dodge Brothers' plant since the price cut has been increasing daily and is now around the 400 mark. That output, Haynes said, will be continued throughout the year. Haynes said dealers' stocks were exhausted and that cars rapidly are going into the hands of consumers. The factor is far behind on orders and dealers from all sections of the country report prospects for a steady demand throughout the year.

"Hudson and Essex sales are showing a decided increase," asserts O. H. McCormack, general sales manager of the Hudson Motor Car Company, Detroit, in a recent letter to Hamilton & Boques. "There is every indication that our summer sales will beat our record of last year. This activity naturally is gratifying to us and also establishes three outstanding facts: "First, that our organization has retained its full enthusiasm and morale and is working confidently and hard, taking advantage of every opportunity; second, that the buying public is giving greater recognition to the value of our cars; third, that general business conditions are improving."

## MOTOR TESTING SHOP IS BUILT

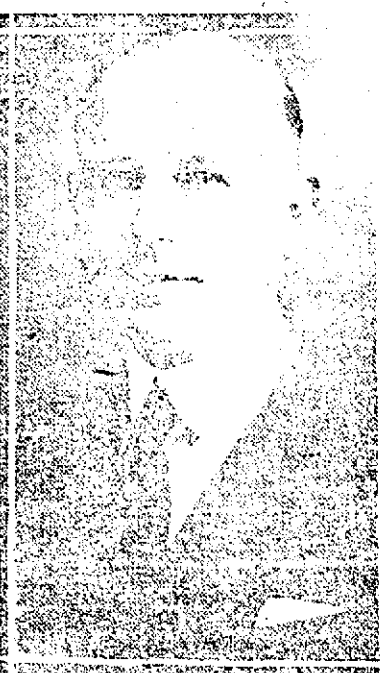
The adage "The proof of the pudding is in the eating" is now shown to "The proof of the efficiency of a motor oil is not in claims, or so-called 'flash,' 'fire,' 'burn' or 'bravado' tests or hype, but in the performance in the motor." For this reason the Associated Oil Company built a scientific motor testing laboratory in the great refineries at Alameda, California, replete with the most delicate and accurate scientific apparatus to enable them to definitely test the real lubricating value and durability of their new motor oil creation, Cyclo.

This is the only motor testing laboratory of its kind on the Pacific coast. The results were scientifically compared with the results obtained from numerous other well known motor oils and proved beyond doubt that by economically eliminating the destructive "sulphur" compound from lubricating oil a master stroke in refining had been accomplished.

Scientific investigation showed that a disastrous effect these "sulphur" compounds had on the engine, and how they destroyed the efficiency of the lubricating film between moving parts. It was learned very definitely that these impurities had no lubricating value and that they were the cause of motor oils breaking down rapidly under engine heat.

Many serious and costly motor troubles follow as a result of "sulphur" compounds in oil. The Associated Oil Company has been recognized as having the highest quality gasoline and other refined products, and now Cyclo motor oil is placed among the world's largest quality motor oils.

## Advertising Man Is Made Head of New Organization



WILLIAM B. MOYLE, ONE OF THE BEST known men in the automobile business, who has joined the sales force of the Howard Automobile Company in San Francisco.

William B. Moyle, who until recently was advertising manager of the Charles H. Kaur Company, 2500 Market street, and last week appointed general sales manager of the newly organized Cole Motors, Inc., is shown in the photograph.

## GOOD TIME MADE ON L. A. TRIP

A trip from Los Angeles in eleven hours' running time with a "Velo 48" speedster is claimed by Walter Davis of Berkeley. The Coast route was followed. "On the journey," he states, "no engine trouble was encountered."

He considered the fuel economy remarkable, claiming as his average 25 miles to the gallon. Walter Davis is known in automobile circles, having been formerly the proprietor of the Delta Street Garage, Berkeley. For a number of years he has been the owner of a Velo car.

Motors Inc., distributors of the Cole Velo Eight in Greater Northern California, Nevada and Hawaii. He will direct the sales and advertising of both the wholesale and retail departments of the new company.

Moyle takes the reins of the sales department of Cole Motors, Inc., with a brilliant record of success. Several advertisements and publicity articles written by Moyle for the automotive sections of the San Francisco newspapers were later used throughout the country. He was the originator of a number of unusual publicity "stunts" staged by the Weaver Company during the past two years.

Moyle is a veteran of the world war, having enlisted as a private soon after war was declared. He later was commissioned and commanded a battery of United States field artillery both in this country and in France.

He took his new job last week with optimism, confidence and enthusiasm. He said:

## This Salesman Master of Auto Engine Details



WILLIAM B. MOYLE, WHO HAS been appointed sales manager of Cole Motors, Inc., with headquarters in San Francisco.

Walter Davis, an old-time and popular columnist, long identified with the motor car industry, has been added to the Buick sales force.

## CAR TAKES HILLS WITH HIGH GEAR

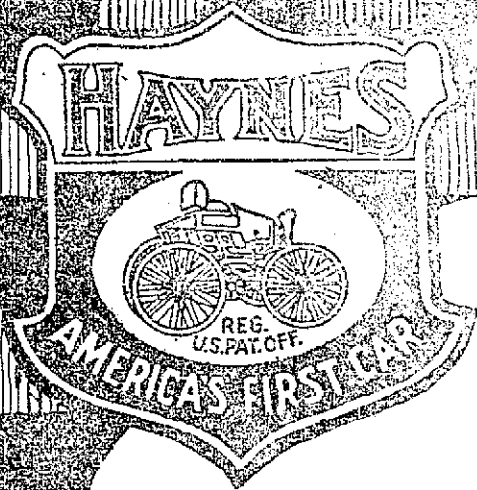
An endurance record has been set by a Maxwell in West Virginia.

With the low and intermediate gears reengaged, and carrying three passengers, a Maxwell stock car traveled over 100 miles without a change of gear, and without a single drop of oil. The famous route through the just out of the Park, the Spruce Knob, Mountain at Montross, and the Laurel Mountain at Hawks were included in the trip.

W. L. Smith, general manager of the Buick Garage Co., Inc., Maxwell dealers, distributed at Fairmont, Maryland, the trip, driving the car most of the time. The route was both a test and a record. The Maxwell went through without a change of gear, and without a drop of oil, and covering the entire distance on 11 1/2 gallons of gasoline, an average of 15 miles to the gallon.

In San Francisco, E. J. McMillan, sales manager of the Howard Automobile Company, is shown in the photograph.

In view of the fact that for the last fifteen years Buick has been selling high-grade automobiles, he should prove to be a valuable acquisition to the selling department of the Howard Automobile Company. Mr. Smith is shown in the photograph, and he is thoroughly conversant with the mechanical construction of all makes of cars, and Buick prospects who are seeking popular, substantial, long-lived cars, should find him a most valuable source of information regarding the latest lines of automobiles will find him to be well posted.



# HAYNES 47 SHOW

## ALL THIS WEEK

WE CORDIALLY INVITE YOU to attend the first complete showing of Haynes, model 47, cars held in Oakland this year.

Haynes cars have always enjoyed the distinction of being high-grade automobiles, at low cost.

The model 47, the larger Haynes, is the most complete motor car ever built. Years of engineering experience have culminated in this latest creation. The car is complete throughout and has enough power for all service and a reserve for emergencies.

We will be glad to show you these cars today, and all next week.

PHILLIP S. COLE, Inc.

2424 Webster St.

Phone Oakland 2500

## GOOD VALUES IN USED CARS

We are very careful to give you all the facts about any of our used cars you may be interested in.

You thus know as much as we do about the used car you buy, and can easily gauge its value to you as an investment.

H.O. HARRISON CO.

124 GRAND AVE. 2352 SHATTUCK AVE. OAKLAND BERKELEY



# DESERT AUTO CLASSIC DUE TO 1 WOMAN

That there's a story in connection with the recent one thousand mile Nevada desert road race classic which is well worth telling, was the mark dropped by one of the participants in this grueling and nerve-racking contest. Furthermore, it concerns a woman.

Joe Nikrent, who drove the Buick in this race, pays the heroine a worthy tribute:

"If it had not been for Carmen Jewett Wilkie, secretary of the Nevada Highway Association, this now famous race would never have been held this year and what promises to be an annual racing feature in the sagebrush state instead of being regarded as one of the biggest events ever held in the annals of road racing history, would have resulted in a fizzle."

"When everybody connected with a preliminary arrangement had thrown up their hands in despair and then it looked as though it would be necessary to call off the race track of funds and the securing of the requisite number of entries to make a fair affair a success, Mrs. Wilkie stepped into the breach and by her aggressiveness and energetic campaign she managed to create a state-wide interest in the race from a standpoint, while entries began to pour in from outside states."

**PREVENTS CANCELLATION.**  
"Notwithstanding her valiant efforts in the month preceding the start of the racing classic, it was only due to Mrs. Wilkie's genial personality and her persuasive manner that the race was not called off two days before June 29, the day set for the starting of the three-day trip over the desert."

"With only four bona fide entries in her possession on Monday, June 27, Mrs. Wilkie faced a serious problem when the twenty racing drivers who had indicated their intention of participating in the race assembled in the office of the Nevada Highway Association to discuss the terms of the race and to formulate rules to govern certain conditions which had not been covered in the A. A. A. rules."

"With her woman's ingenuity and tact, however, Mrs. Wilkie managed to bridge all of the obstacles which were thrown in her path and when the meeting was over, she had in her possession the signed entry blank of every driver together with the entrance fee of fifty dollars and A. A. A. driver's license money."

**SEEDS ARE SOWN.**  
What Nikrent says is corroborated by everyone who was connected with the race. When the Nevada legislature was in session, the germ of the racing classic was sown, with the idea of creating interest in the project of improving the roads of Nevada and the building of state highways."

"The Motor Car Dealers Association of Nevada took up the matter and Mrs. Wilkie, who also is assistant secretary of this organization, together with a committee of automobile dealers, started to formulate plans for the race. The entire burden eventually fell upon the shoulders of Mrs. Wilkie."

"Several trips were made to California by this ardent woman racing fan, through which she managed to interest the racing devotees of the Golden State in the Nevada project. After gaining the support of outside drivers, Mrs. Wilkie then toured the sagebrush state in her Buick car and secured the necessary financial guarantee from the different towns through which the racing cars had to travel in order to make up the \$2250 purse and the money for incidental expenses."

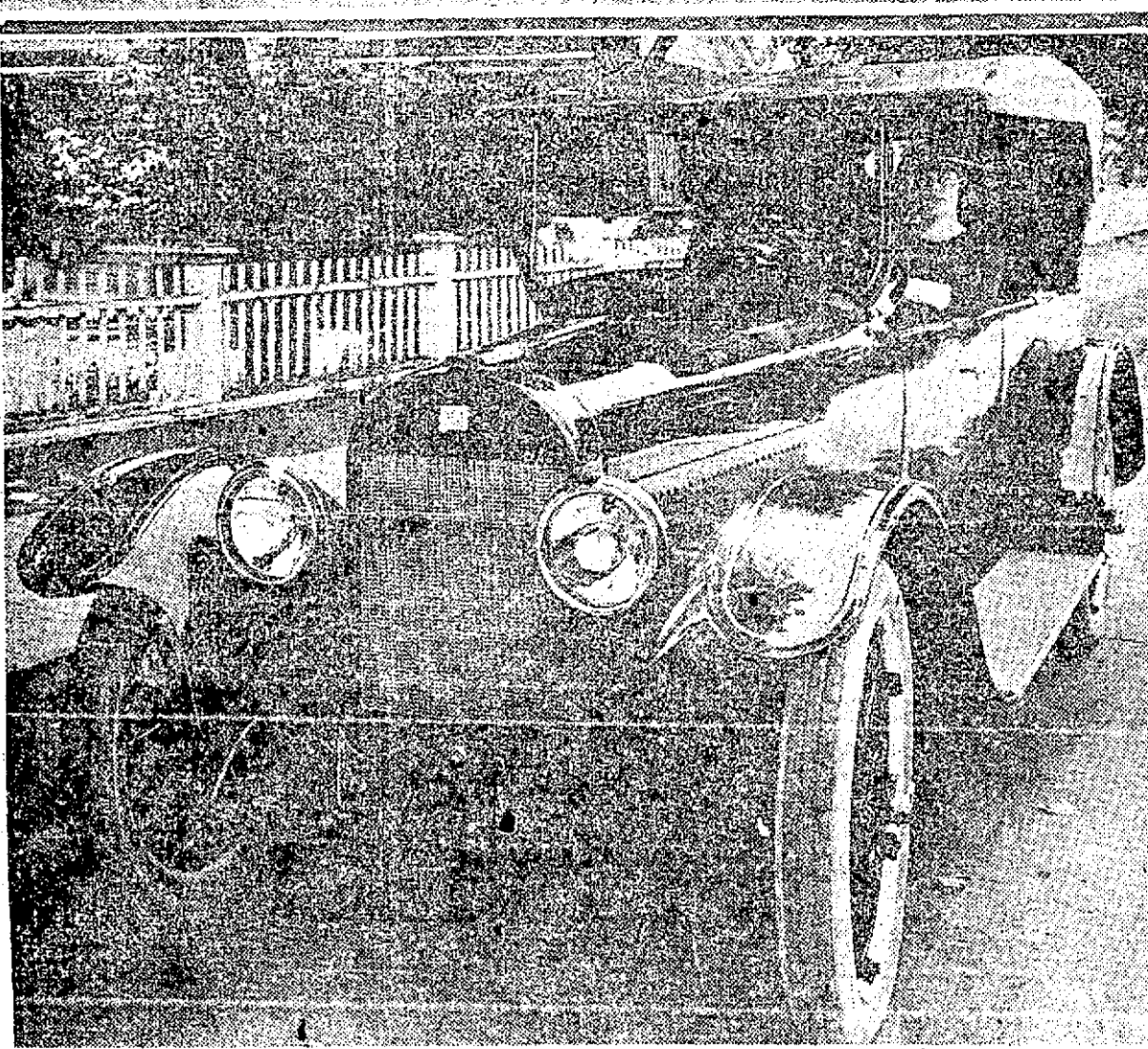
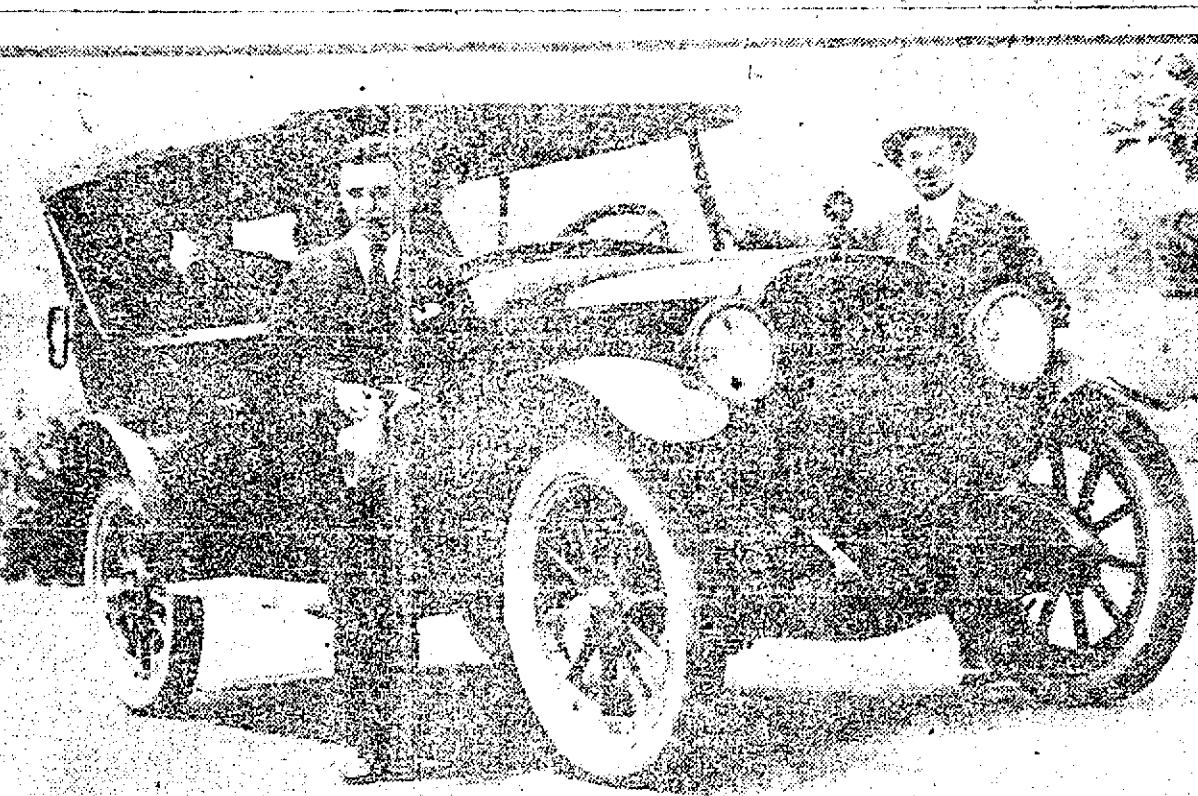
**BIG MAN'S JOB.**  
Altogether it was a big man's job and the highly successful outcome of the event speaks volumes for the determined and charming little woman who so ably attended to all of the preliminary as well as the subsequent details of the race."

"With the assistance of P. Y. Gilson, chairman of the contest board, during the three days of the race, which was the busiest of them all, owing to the lack of adequate telegraphic and telephone connections to the various points through which the racing cars had to travel, Mrs. Wilkie managed to keep the world at large informed of the progress of the race. Mrs. Wilkie herself gives Mr. Gilson due credit for the valuable aid he gave to the Nevada Highway Association in the handling of the race itself, and claims that in a measure the success of the race was because of his untiring efforts in the final stages."

"This one thousand mile race will be an annual event and next year a much larger purse will be offered in order to attract more of the stars of the automobile racing world than competed this year."

Recording to estimates, automobiles in operation in the United States travel 1250 miles every second, or fifty-five billion miles a year.

THE CHANDLER, WITH THREE ADULTS, WHICH BILL PARRY OF HEBBRANK, HUNTER & Peacock, drove over Maudslayi Boulevard at fifteen miles an hour in high gear. Parry is in the car.



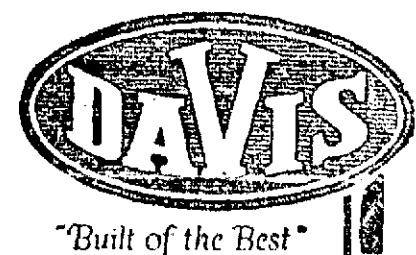
## AUTOS HOLD UP STREET CAR TRAFFIC

Probably the only place in the world where street car traffic holds up and allows motor traffic to pass to here in Oakland. The place is East Twelfth street and Fifth avenue.

There is a car line running from East Fourteenth to the Bay side, and the company has a rule which compels the street cars to stop on each side of the street before crossing. East Twelfth is the main artery of motor travel between Oakland and the south. More motor cars and trucks use this thoroughfare than most any other in the city.

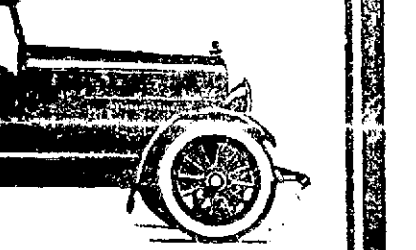
In order to show the way the street cars are giving way before more modern methods of transportation, Markham and Purser sent an Oldsmobile four out there the other day.

The Fifth Avenue car line is a short line run, to be sure, but there were so many close calls there between motor cars and street cars.



"Built of the Best"

ROADSTER \$1995 at the factory plus war tax



**Davis Motor Car Agency**  
Northern California Distributors  
Twenty-fourth and Broadway, Oakland  
Phone Oakland 230  
Dealer—Park Street Garage, 1600 Park Street, Alameda

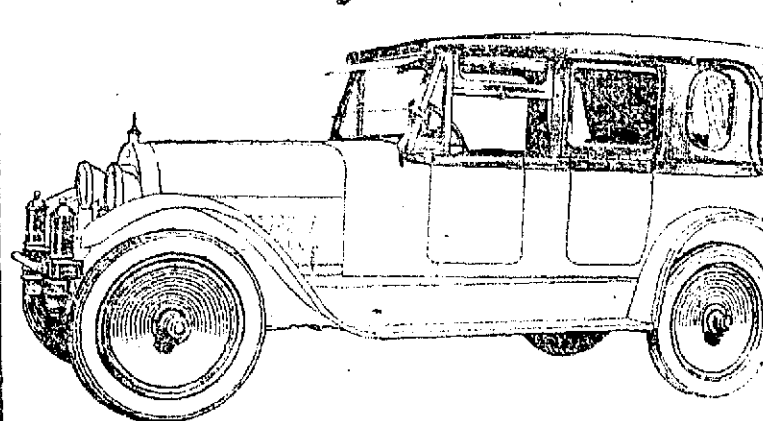
MRS. CARMEN JEWETT WILKIE AT THE WHEEL OF 1922 Buick touring car. This charming woman was the active manager of the 1000-mile Nevada racing classic. It was due to this Reno woman's untiring efforts that the big Nevada Road Race was such a huge success and that it will be an annual racing event in the sagebrush state.

that the company decided to make the street cars "stop, look and listen" before crossing.

"It may not be many years before all railroad traffic is held up to allow motor traffic to pass," says H. G. Markham, of Markham and Purser, Oldsmobile dealers here.

"This is not so strange as it seems. More and more motor traffic is becoming the deciding factor in building cities and controlling traffic regulations throughout the country."

## For Beauty and Comfort



Special top built by the Liberty Auto Company and finished off by Distel Wheels and Grass Air Springs

Liberty Automobile Tops combine the maximum of beauty and comfort. They thoroughly exemplify the high standard materials used and the skill of master craftsmen which enters into all work done by the Liberty Auto Co. Whether it be a top or body job, upholstering, refinishing, Ry-nameling, or any other work designed to improve the appearance of your car, or add comfort to its use—you can rest assured that the best obtainable can be had at the Liberty Auto Co.

Unless the work can be guaranteed, unless it is certain that both you and ourselves will be proud of it when completed—then we will not advise its being done.

Your inspection of the Liberty plant is cordially invited. You will find it most interesting.

Liberty Tops complete, from \$275 to \$650, including war tax, with a liberal allowance made for your present top.

**Liberty Auto Co., Inc.**  
Automobile Painting Upholstering Top and Body Building  
Re-nameling Japanning Distel Wheels Grass Air Springs  
Telephone Merritt 50  
1750 EAST TWELFTH STREET, OAKLAND, CAL.

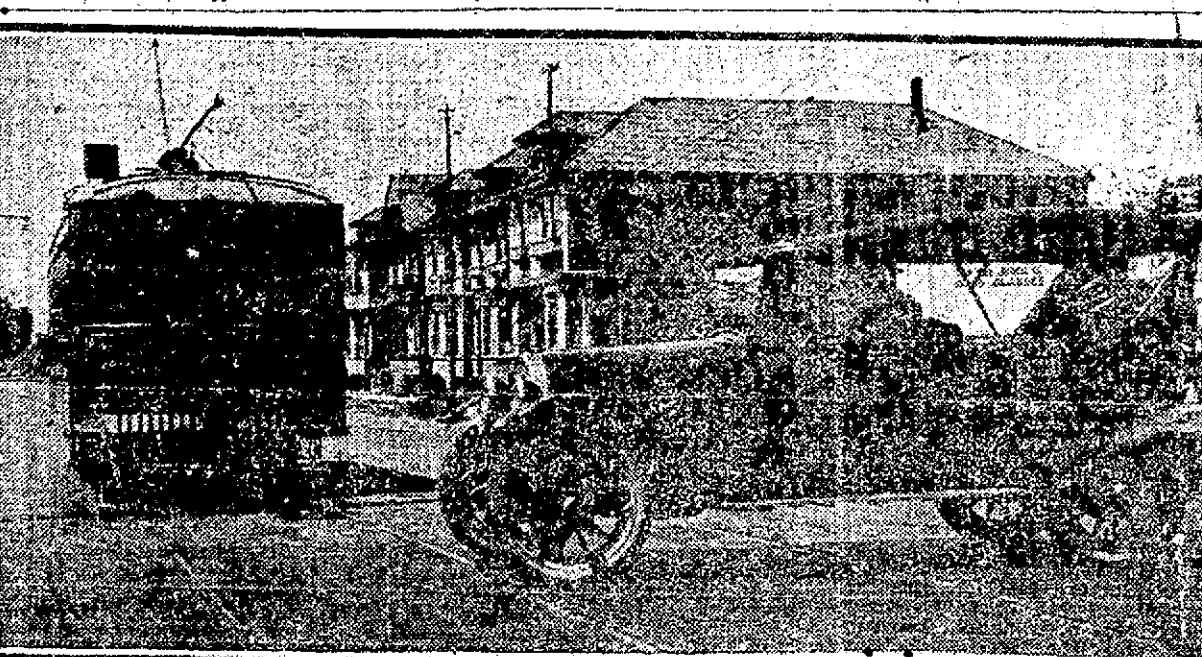
## SERVICE STYLED DECIDED ASSET

Service to the motor car owner is a big asset in the establishment of popularity of any automobile organization. Distributing organizations which can guarantee service to the car owner, it is generally acknowledged, are the ones doing the most business.

In this regard, according to Walter Murphy, president of the Walter Murphy Motor Company, Lincoln distributors in this territory, you will find the Lincoln dealer's service department equipped with the most up-to-date service machinery and superintended by men capable of performing work on the highest grade of cars.

The achievement of Henry M. Leland and his son, Wilfred C. Leland, states Murphy, "in building high grade automobiles for nearly twenty years has been their foresight, courage and initiative in mechanical engineering and construction as pertaining to the manufacture of motor cars."

THE ONLY PLACE IN THE COUNTRY WHERE STREET CAR TRAFFIC STOPS FOR AUTOMOBILE TRAFFIC. An Oldsmobile four, at Fifth avenue and East Twelfth street.



## More Pick-Up Prices

S. Friedman Auto Supply Co.

Broadway at Nineteenth

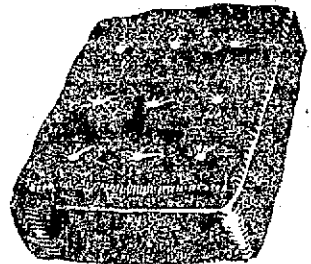
Oakland, California

Here is a brand-new group of red-hot bargains in standard auto supplies, which are made possible during this sale by our fortunate "pick-up" of the splendid stock of the Bertram Motor Supply Co., of Butte, Montana.

Priced considerably below the usual low figures which prevail at the S. Friedman Auto Supply Co., the items quoted here have been put at the lowest possible figure for such well-known standard auto goods.

The sale quotations in our last advertisement continue in force during the PICK-UP SALE. And many other items not included in this advertisement or in our sale announcement last Sunday are similarly low-priced as the result of our purchase of the Bertram stock.

Lay in all the auto supplies you need NOW—buy at our PICK-UP SALE—Save money.



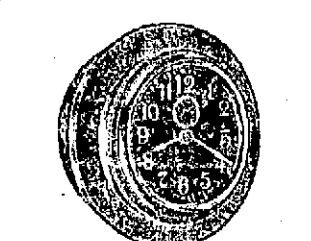
### Cushions for Less

Here's a real bit of comfort equipment for your car in this cushion. List price \$1.75. Sale price \$1.75.



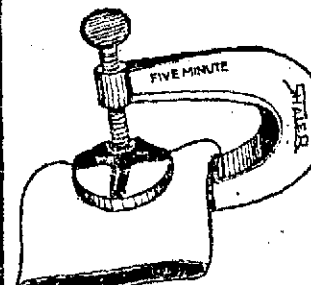
### Spring-Eez Reduced

The real thing for taking squeaks out of noisy springs. List at \$1.00. Sale price 75c.



### A Bargain in Clocks

Rim wind, rim set eight-day Auto Clock, flush type. List at \$11.00. Sale price \$8.75.



### Reduction in Vulcanizers

Shaler Five-Minute Vulcanizer repairs tubes in a hurry. List at \$1.50. Sale price \$1.25. Extra patches, list at 80c. Sale price 65c.

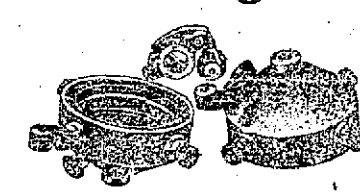
### Rubber Step Mats Reduced

Here's a real buy in an accessory that improves the appearance and adds comfort to your car, a rubber step mat. List at \$1. Sale price 65c.

### Auto Polishes Cut to Bottom Price

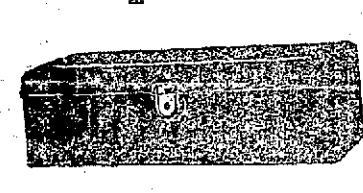
Simon's Simminz, list at 55c. Sale price 55c. Super-Gloss, list at \$2.00. Sale price \$1.20.

## Lowest Possible Prices ON FORD EQUIPMENT During Pick-Up Sale



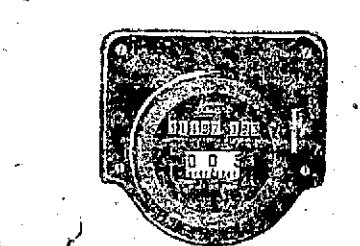
### Milwaukee Timers Cut in Price

Genuine Milwaukee Timers—list at \$2.25. Sale price \$1.65. Red Star (new type), list at \$2.50. Sale price \$1.55.



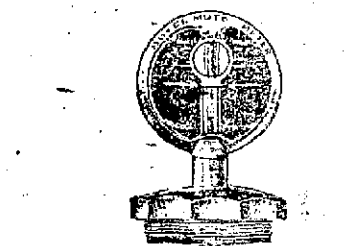
### Globe Tool Boxes Reduced

Fit and look well on the running board, wonderfully convenient when out on the road. List at \$4. Sale price \$2.95.



### Stewart Speedometers for Less

Genuine Stewart Speedometers—list at \$16.00. Sale price \$12.25.



### Motometers Cut to Bedrock

Genuine Boyce Motometers—list at \$3.50. Sale price \$2.80.

Connecting Rods, list at \$1.75. Sale price \$1.25.

Wish Bones, list at \$3.00. Sale price \$1.65.

Rear Brake Shoes (sets), list at 80c. Sale price 40c.

Cutouts, list at \$1.25. Sale price 65c.

Rear Tire Carriers, list price \$6.50. Sale price \$4.85.

Large Steering Wheels (Aluminum Spider), list at \$5.25. Sale price \$3.75.

Cylinder Head Gaskets, list price 50c. Sale price 35c.

K. W. Coil Units, list price \$2.50. Sale price \$2.05.

Front Mats, list at \$1.50. Sale price \$1.05.

Front Mats, list at \$1.50. Sale price \$1.05.

## Outing Goods for Less

OUTING TENT  
This sturdy, convenient tent will withstand wind and weather; made of 8-oz. canvas; measures 7 ft. by 7 ft.; used with or without car; includes poles, ropes and stakes; lists at \$12.50. Sale price \$8.75.

Camp Cots  
Genuine Gold Medal Cots—list at \$5.50. Sale price \$4.50.

Camp Stools  
List at \$1.00. Sale price 75c.

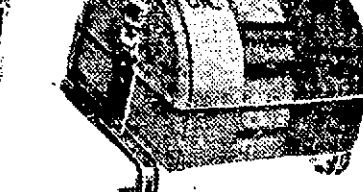
Camp Chairs  
List at \$1.25. Sale price 95c.



### Luggage Carriers

Genuine Little Adjustable Luggage Carrier for running board, lists at \$4.75. Sale price \$3.25.

With end gates, lists at \$5.25. Sale price \$3.50.

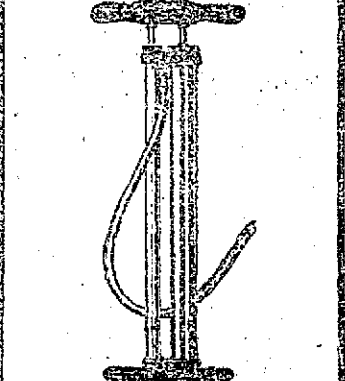


### Service Units

Genuine Boyce Service Units, 2 gals. gas, 2 gals. water, 1 gal. oil, list at \$8.50. Sale price \$5.50.

2 gals. gas, 1 gal. water, 1 gal. oil, list at \$8.00. Sale price \$5.25.

**GASOLINE STOVES**  
American Kamp Kook, list at \$9.00. Sale price \$5.85.  
Prestige Wauker's No. 2, list at \$16.00. Sale price \$12.00.



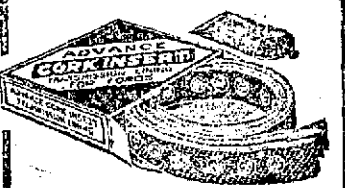
### Lowest Prices on Tire Pumps

Single action, lists at \$2. Sale price \$1.25.  
Double action, lists at \$2.25. Sale price \$1.45.



### Pump Connections

Here's a handy connection that is easily attached and conveniently used. Lists at 50c. Sale price 25c.



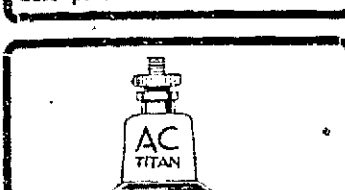
### Cork Insert Linings Lowered

Genuine Advance Cork Insert Brake Linings, list at \$3.25. Sale price \$1.65.



### Sunshields Sell at Low Figure

This shield dresses up your car in addition to the service it gives in shielding you from the sun and rain. Lists at \$20.00. Sale price \$13.50.



### Cut Prices On Spark Plugs

TO FIT ANY CAR  
A. C. Cico, lists at 75c. Sale price 25c.  
A. C. Titan, lists at \$1.00. Sale price 48c.  
Champion, lists at \$1.00. Sale price 38c.  
Bethlehem, lists at \$1.00. Sale price 29c.



## CRATER LAKE TRIP PROVES REAL OUTING

The tiptop part of California combined with the southern section of Oregon is one of nature's greatest playgrounds, where the camping motorist finds great sport hunting and fishing, and where the scenery is beautiful in the extreme.

This is the message brought back to Oakland last week by Dr. and Mrs. J. V. Holcombe, who, together with Mr. and Mrs. J. G. Esterbrook of Fresno, left Oakland July 2 on their summer outing to Crater Lake and Klamath lakes. Each family drove a Studebaker Special Six and both reported a freedom from trouble which left them all their time in having fun and enjoying the country.

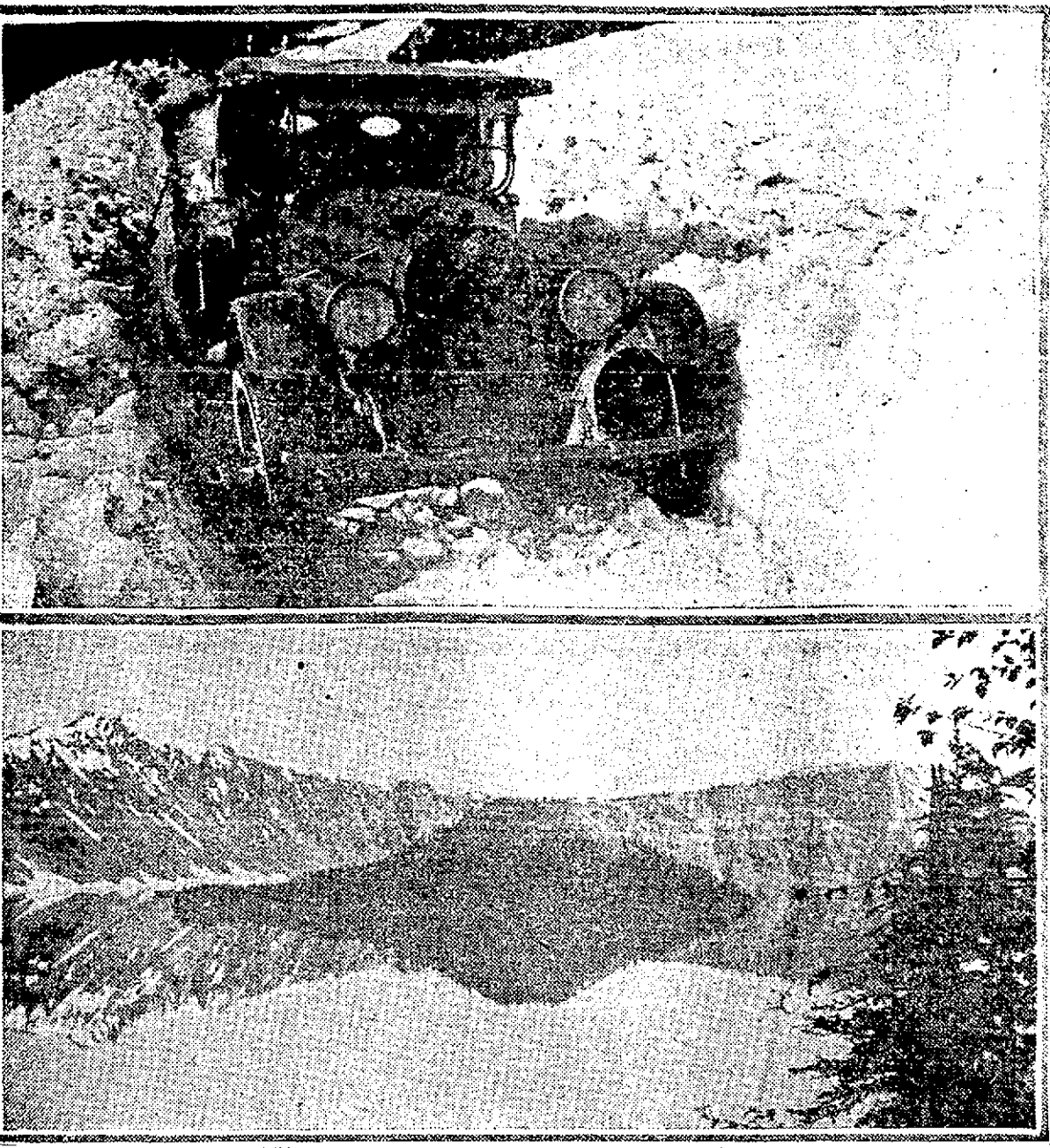
"We started from Oakland July 2," said Dr. Holcombe in discussing the trip, "and spent the first night out at Arbuckle. We carried camping equipment and never registered at a hotel. Our second night's stop was Hornbrook, almost at the Oregon line, which we reached after a long trip that included some hard going between Red Bluff and Redding. Except for this detour, however, the roads were not bad.

From Hornbrook we followed the route via Medford to Crater Lake, our destination, at which we arrived July 4, the first machines into the resort. In order to reach the lake it was necessary to break through several snowdrifts, but having come as far as we had a little extra work was not minded.

"The return trip was made via Klamath Lake. The roads were for the most part only fair and the west side Klamath road was really bad. Our second night out of Crater Lake was spent at Sisson and from there home we made excellent time.

"The real way to enjoy this trip is to take it the way we did and then it cannot be beaten. Go prepared to camp and to rough it, have a good car and when the going is just pitch in with a vim and make it go."

A STUDEBAKER SPECIAL SIX ON THE WAY TO CRATER LAKE, THE FIRST CAR INTO the country this year. It was driven by Dr. J. V. Holcombe, an Oakland dentist. He had to fight snow along the way. The photo shows how deep the white drifts were.



## AUTOS TRAVERSE FAMOUS GRADE

The announcement yesterday that the time record between Fresno and Huntington Lake via the Toll House grade had been shattered by the Oldsmobile Four called to the mind of many local automobile men the history of this famous grade in automobile affairs.

Since the infant days of the automobile industry it has played an important part in the affair of motor men, for years ago wise men declared that no automobile would ever be able to negotiate this to the first car that went over the top was credited with a wonderful achievement.

"Many years have passed by since that time," according to H. C. Markham of Markham & Purser. "But I can well remember the bugaboo that grade was to many members of the motor car selling fraternity."

"As time went on more and more automobiles went over the top, but the hill was still a testing ground and the wise farmers and ranchers in the Fresno district would not buy any car that could not 'pull' the hill. Later still the grade has become a testing ground for the motors and where there is a deal of friendly rivalry among the various owners as to the car that has the most power, the Toll House grade settles the argument."

"Knowing the country and the steepness of the grade together with the bad condition of the road, I appreciate the performing ability of the Oldsmobile Four as shown by its record-breaking performance of last week, part of which was made over the Toll House grade."

## New Roadster Is Put On the Market

C. H. Wills and his associates at Marysville have just put into production the Wills Saint-Claire roadster. The chassis specifications are the same as the touring car. The seating arrangements are for two in front and two more in a seat that is covered by a hatchway in the rear deck when not in use. The standard colors are Lady Mary maroon, Newport blue and Liberty green. Other colors may be had by arrangement. The Wills company is extending its sales organization at a rate which will soon cover the country with distributors and dealers.

## Los Angeles Agent Is Oakland Visitor

D. M. Ricks, Western sales manager of the George W. Davis Motor Car Company, is a visitor in Oakland, the guest of Bryan Milton of the Davis Motor Car Agency. Ricks' headquarters are in Los Angeles and he came here to look over the territory. He will go north from here.

## For a good time go to CAMP CURRY

Favorite Resort of the California Motorist.

MOST POPULAR RESORT IN THE

## Yosemite Valley

Famous for the World Over for its Hospitality, its Entertainment, its Fire-fall, its Accommodations and its Low Prices.

Personal Management MRS. D. A. CURRY and FOSTER CURRY

For rates and information address

1437 Broadway, Oakland 1437  
2011 Shattuck, Berk. 426 or 572  
Market St. S. F. Kearny 2324

## Over in England It's "Tip-Wagon" Here They Call It a Plain Truck

Knowing as much as you do about trucks and automobiles, what would you think if you heard John Bull ask his brother, "What is the capacity of your tip-wagon?" And he answered, "Mine is a five-tonner."

You'd stop, scratch your head and for a minute wonder if these fellows were speaking the English language. Well, last week when G. A. Crutcher, Pacific coast manager of the White company, picked up the automobile edition of the London Daily Mail he found that the English language as it is spoken on San Francisco's automobile row and in London are horses of different colors.

He wasn't sure after wading through the Daily Mail whether the Star Auto Stage Company was operating White stages out of Stockton or not. He was quite certain they were using "char-a-buses," according to the London version. And further, that they were running twenty-seaters and not twenty-passenger busses.

And he found out that all these years the White company had been selling Parnsworth and Ruggles "berris" and they weren't using five-ton Whites at all. Rosenbergs, too, wasn't operating dump trucks, but he did own seven White tip-wagons. All this to say nothing of the fact that instead of gasoline consumers all English trucks burn petrol. Then most English cars were equipped with anti-dazzle head lamps—and mud guards instead of fenders. Besides, when prices are quoted it isn't f. o. b. factory, but it is "carriage and packing extra."

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## NEW CAR HAS RECORD FOR ROUGH ROADS

With a record of 2,587 miles in eleven days, Frank E. Wall and his wife, drove a new Studebaker Light-Six Coupe-Roadster from the factory in South Bend to Long Beach, California, according to information just received by Weaver Wells Co., local Studebaker dealer.

Wall bought his car through the Indianapolis distributor, and delivery of it was made to him at the Studebaker factory. Considering the fact that it was a new model, the time record of eleven days for the 2,587 miles traversed is looked upon as remarkable.

Rain and mud were encountered for the first few days of the trip and at times slow progress had to be made. Day in the hands of Colorado, Mr. and Mrs. Wall were forced to deviate from the National Old Trails route and take a southern route which led them through Texas. Here they encountered the most impassable roads, the quabs being so deep that at times the car sank almost up to the hubs.

According to the report from Wall, the best conditions in the New Mexico desert and through Arizona were found to be almost unbearable. In fact, because of the terrific heat, he avoided as much of the desert country as possible.

"We had no trouble of any kind at any time during our trip," said Wall. "This is the third car of the same make I have owned, and I have found them all easy-riding and remarkably free from mechanical troubles. In fact, it was on the basis of the service I got from the other two that I decided to make this cross-country hunt in my new one, and it proved a most enjoyable trip, even though somewhat arduous."

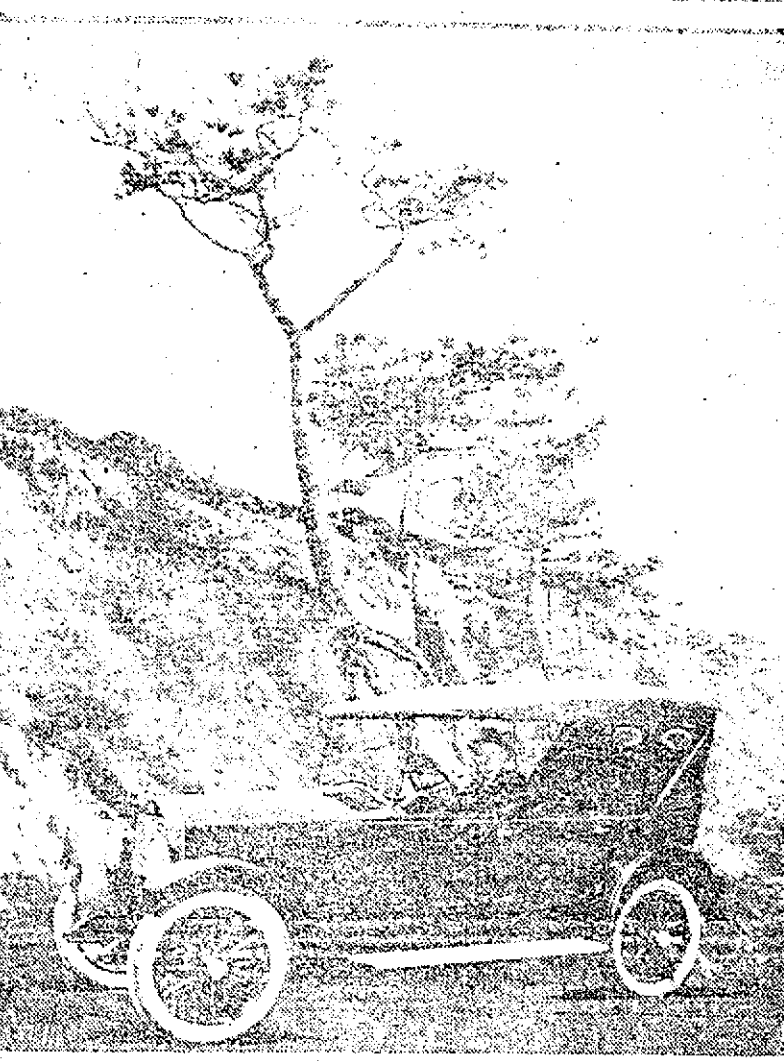
## EDDIE PULEN RETIRES AGAIN FROM RACING

Eddie Pullen, famous racing driver, has retired from the racing game once more. This time he says it is for good. He is in Oakland, the guest of Ralph Freidl, superintendent of the Sanitary Ice Company.

Pullen has raced in most of the speed events here and in the East this year and has set some fast pace for his rivals.

He will remain here for some time.

A SCRIPPS-BOOTH ROADSTER POSED IN FRONT OF THE Turrey Pines on the coast road to San Diego. This odd growth of trees is one of many attractions on the trip to Southern California.



## U. S. MOTORISTS GET PASS OVER CANADA BORDER

Customs permits, allowing motorists to cross the Canadian border and return to the United States, without delay have been received by the California State Automobile Association for distribution to its membership wishing to tour the Dominion. The permit cards will be sent to all the branch offices of the association in California.

Motorists crossing the Canadian border have been delayed for considerable time while their credentials were made out. The new permit will expedite travel, and delay caused only by the stamping of the permit card issued from the association's offices.

## OFFICIALS OF AUTO CLUB TO INSPECT ROADS

Officials of the Automobile Club of Texas, who started June 6, are covering every road route of Texas on a 10,000 mile inspection trip. This journey is being made in a Ranger car, manufactured by the Southern Motor Manufacturing Association, Ltd., of Houston. The club purchased the Ranger and had it finished in a bright Aurora red with gray upholstery and khaki top. The car was labeled at the start "Ranger Official Pathfinder," and it is equipped on its 10,000 mile hunt by French W. Jarrell, business manager of the Automobile Club of Texas; Ernest H. Willett, organization manager of the club, and H. B. Sammons, club director of publicity.

## NEW BATTERY DESIGN READY

There will soon be a new Willard all-rubber battery on the market, according to Carey Harrison, manager of the Auto Electric Service Company.

It is the invention of T. A. Willard, head of the huge battery factory. It eliminates glass jars entirely, and the box is rubber, too. This does away with the cause of many battery troubles through leakage from broken glasses.

"This new Willard stands a freezing test of forty-eight hours at 25 degrees below zero, and stood an electric test of 25,000 volts, and has stood chemical tests of all kinds, and severe bumping tests," according to Harrison.

A test test was made with a sulphuric acid solution of 1.200 gravity, heated to 75 degrees and then 175 degrees.

By eliminating the wooden box the battery can be built of greater capacity in a smaller space.

"This new battery will revolutionize the electrical systems of automobiles," says one confident expectation. Carey Harrison. "It has been tested thoroughly in every possible way, and we have yet to find a fault with it."

## QUAIL STRUT IN TOWN; RABBIT INSPECTS AUTOS

Hey, fellows is this a country town, with the animals running around loose? We guess not, but here is a tale.

Frank McCorkle of Beach & McCorkle, who sells Stephens Sullen Six cars, was walking along Piedmont avenue the other day and a couple of quail walked across the street and disappeared in the brush between two houses.

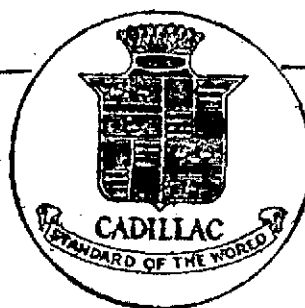
Then later in the day McCorkle saw a jackrabbit run across Broadway and into the grounds of St. Mary's College. An hour or so later this same jack ran into his store room, looked the new cars over and then went back to its hole across the street.

Now Frank wants to know where all the wild animals come from. It must be a wild, wild city here.

(One of the motor taxicab systems in Chicago operates 1400 cars. Every driver must be married and each employee shares in the profits of the company.)

ager of the club, and H. B. Sammons, club director of publicity.

## In First Cost and After Cost, the World's Greatest Motor Car Value



The Cadillac has always stood, and stands now, the world over, in a class all its own.

In Europe—England especially—no other American car is ever mentioned, or even considered, in comparison with the Cadillac.

And in America, you know the overwhelming preference in which it is held by owner and non-owner alike.

And yet, strangely enough, those cars which strive for comparison with the Cadillac have always been, and are now, higher in price.

So there is a double sense—a greater and a lesser sense—in which the Cadillac is clearly the most notable motor car value in the world today.

The greater value of the Cadillac—on which its reputation rests—is its superior performance, and that immunity from the need of constant tinkering, adjustments, overhauling and repair which renders it unique among motor cars in economy.

This is the true value-test beside which the lower first price the Cadillac owner enjoys is of little or no consequence.

Nevertheless, it is pleasant for the Cadillac owner to know that in first cost, as well as after cost, he enjoys the greatest motor car value in the world today.

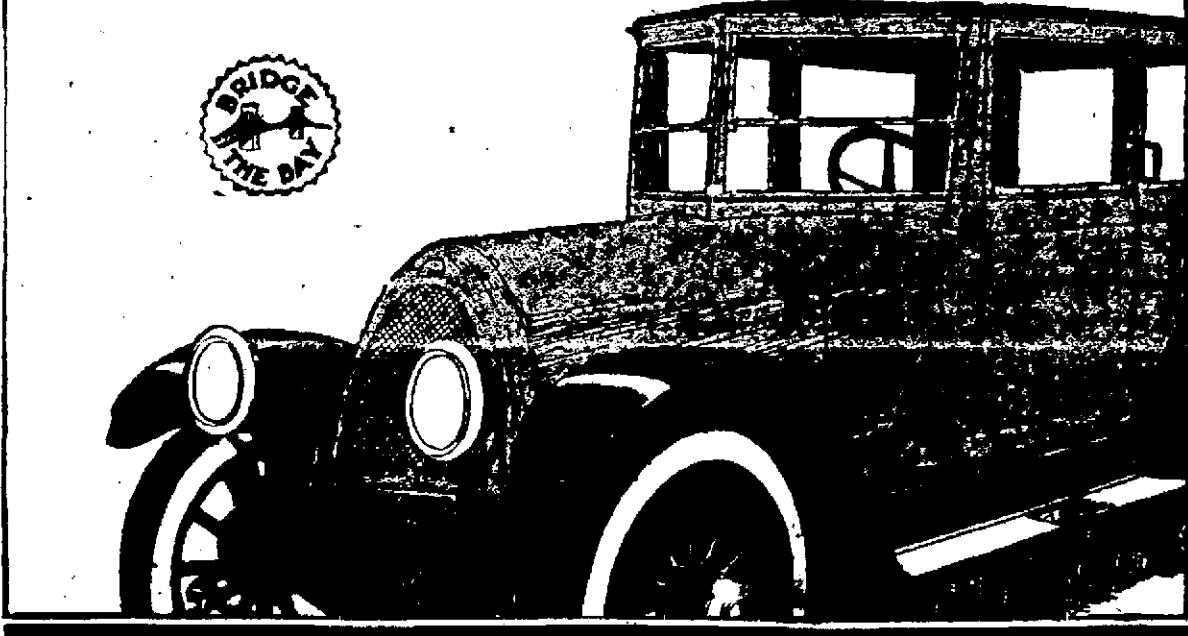
|                |        |                   |        |                          |        |
|----------------|--------|-------------------|--------|--------------------------|--------|
| Phaeton .....  | \$4535 | Touring Car ..... | \$4635 | Roadster .....           | \$4585 |
| Victoria ..... | 5315   | Suburban .....    | 5925   | Town Brougham .....      | 6255   |
| Sedan .....    | 5715   | Limousine .....   | 6940   | Imperial Limousine ..... | 6165   |

F. O. B. San Francisco

Prices include extra tire, tire cover, bumper and headlight trim.

California **DON LEE** Distributor  
Twenty-fourth and Broadway

# CADILLAC



## The FRANKLIN

Present Price Reduction, Effective June 1st, 1921.  
Enclosed Cars \$200 to \$250; Open Cars \$150 to \$200  
Total After-War Reduction of \$450 to \$750

20 miles to the gallon of gasoline  
12,500 miles to the set of tires  
50% slower yearly depreciation  
(National Averages)

THIS economy, outstanding of itself, becomes even more remarkable when one realizes the unusual service which goes with it.

Comfort, ease of handling and dependability that are unaffected by bad roads, weather or other outside influences—these Franklin qualities would command attention even if Franklin operating costs were only on an average basis, instead of lower.

**Franklin Motor Car Company**  
2536 BROADWAY, OAKLAND  
B. W. Hammond, Manager  
Phone Lakeside 4400

1635 CALIFORNIA STREET, SAN FRANCISCO





# CARE WILL ADD TO LIFE OF BATTERY

The fact that the average motor car owner in America does not understand the construction of his storage battery and the care it needs is responsible for the loss of \$100,000,000 every year through premature failure of this important unit of the automobile equipment. The average life of a storage battery in actual use is fifteen months. With proper care this length of service can be raised to twenty months or more. Suppose we try to see why and how.

There are several different kinds of storage batteries in use today. The familiar lead battery with liquid solution, the same type with dry electrolyte and the Edison nickel iron battery being more common. The Edison nickel iron battery is made in the form of grids, the spaces being filled with a special composition of lead. The positive plates have a filler consisting of a peroxide of lead, whereas the negative plates employ a spongy composition of lead.

These plates are separated by strips of specially treated wood, submerged in a solution of sulphuric acid known as the electrolyte, and having a specific gravity of 1.30 at 70 degrees Fahrenheit. The electrolyte is made of two distinct kinds, known as positive and negative. The current leaves the battery by way of the positive and returns through the negative.

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These plates are separated by strips of specially treated wood, submerged in a solution of sulphuric acid known as the electrolyte, and having a specific gravity of 1.30 at 70 degrees Fahrenheit.

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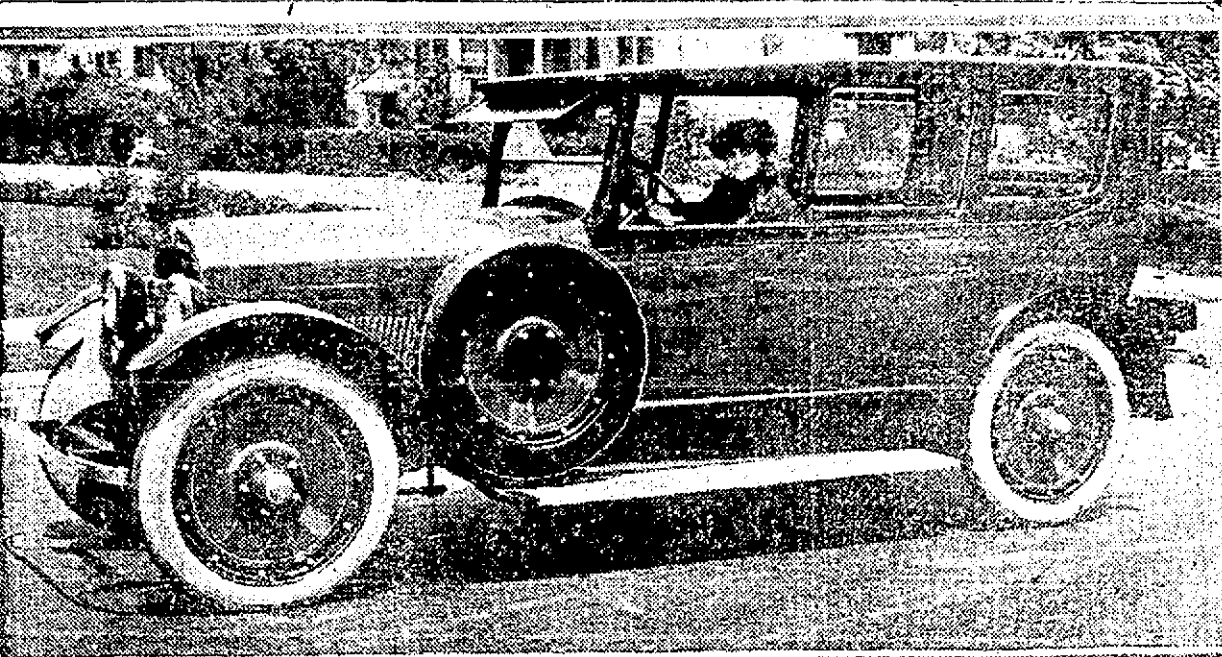
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ONE OF THE MOST COMPLETELY EQUIPPED AND HANDSOME MOTOR CARS WHICH have ever been delivered in Oakland, a Haynes 47 Touring Car. It was delivered to Mrs. J. L. Powell of Piedmont. Every conceivable accessory desired for an automobile is fitted to this model.



## TEST POWER OF CAR ON A HILL

If you want to try a car's power try it on a hill climb. This has proven a serious test and particularly in California's cities where steep grades are to be found in abundance.

In Los Angeles recently, according to a dispatch received here by the J. W. Leavitt Company, Oldsmobile distributor, an Oldsmobile Four showed something in the matter of hill climbing that is indeed worthy of mention.

A dozen of his husky salesmen in and on a stout Olds Four, Sales Manager Clair R. Savage of the Los Angeles organization, tried the ascent of the gradual on West Sixth street between Figueroa and Loomis streets. This is a good, hard haul, but the Olds negotiated it in high.

Not satisfied with carrying his twelve salesmen up the hill, the Los Angeles sales manager hauled a couple of workers and offered them the chance to get on the car and ride.

With this additional load the Oldsmobile once again ascended the hill without a hint of hesitancy and proved its power.

It will be necessary to add acid and water in proper amounts. That is to say, with a specific gravity of 1.30.

Whenever an owner opens his battery to refill the cells with water he should test the electrolyte with an instrument called the hydrometer.

This is a large glass cylinder with a rubber bulb at one end and small graduated cylinder inside. By means of the rubber bulb a quantity of the liquid is going up into the cylinder; the small graduated cylinder floats in this and by its depth indicates the specific gravity of the fluid.

This is 1.25 to 1.30 or thereabouts. The battery is fully charged. If it falls to 1.15 the battery is discharged and should be recharged at once.

The modern car strives to remove much of the work of caring for the battery from the shoulders of the owner. The generator is installed to recharge the battery as the car runs.

This is a great convenience, but if may also be incorrectly adjusted and overcharged and undercharged. The driver will have to find out what rate of recharging is demanded by his particular form of service and have the charging rate set to meet that condition. Also remember that even though the generator may be perfectly attuned to the needs of the operator, keeping the battery perfectly charged all the time it will not put water in the cells. The car owner must do that with his own hands if he wants to be sure the part is properly maintained.

If the battery is kept properly charged there is no need to worry about the electrolyte freezing, as the acid prevents that occurrence until 40 or so degrees below zero is reached. When a persistent breakage of cells occurs it may be set down to the improper mounting of the battery. The clamping holding the part in place should be tightened occasionally. If the battery discharges with undue rapidity short circuits should be looked for and the wiring system should be inspected at intervals for this trouble. The terminals must be kept clean and bright and it is well to grease them occasionally to prevent rust and corrosion.

# NEW TIRES OLD TIRES

The Keaton Summer Special Exchange enables you to CASH in OLD TIRES, as well as ineffective so-called Non-Skids, for all they can be worth as payment on—**KEATON NON-SKID CORDS** (New Broad Flattened Tread)

This offer will save you money—save you from tire troubles and insure you against Skidding Accidents.

Keaton Non-Skid Cords are guaranteed for 10,000 Miles.

Prices have been reduced to the level of ordinary tires. There is, therefore, no reason to be without the Keaton exclusive protection against skidding incident to Summer fogs, dew, frequent wet spots on mountain grades and other dangerous road conditions. Even on a perfectly dry road Keaton Non-Skids will stop your car in less distance than other tires.

**KEATON TIRE AND RUBBER COMPANY**  
Oakland 2611 Broadway  
San Francisco 636 Van Ness Avenue  
Los Angeles 15th & Olive  
Portland  
Seattle

## SPEED KINGS TO OPEN COTATI BOWL ON 31ST.

The big wooden saucer, of the North Bay Counties Speedway Association at Cotati, will be given its first baptism of whirling motor cars on July 31, when the elimination trials for the big speed event of August 14 are held. Officials of the Speedway Association have just made the announcement that in addition to the elimination trials a thrilling aerial circus will be held, featuring hair-raising feats, among which will be a spectacular parachute drop from an airplane.

Nationally-known drivers are already on the ground at Cotati ready for a whirl at the track on the 31st. Among those who are to compete are Tommy Milton, winner of the Fourth of July race at Tacoma; Roscoe Surles, who finished second at that time; as well as such celebrities as Eddie Patten, Joe Thomas, Johnny Thiele and Tom Alley.

It is expected that a big concourse of fans will turn out for the eliminations of the 31st with its combination program of aerial acrobatics and the main event in the speed bowl.

## Rubber Company in Bankruptcy Court

Portage Rubber Company, of Barberton, Ohio, which was thrown into receivership May 31, has listed schedules in bankruptcy showing liabilities of \$5,248,893 and assets of \$5,074,337. The schedule was filed by M. S. Long, president. The receivers are Akron men, J. W. McGuire and George D. Bates.

## Bed Tested by Weight of Car

Here is a test for cut and bed manufacturers to aim at. The Western Auto Supply Company received shipment of "Campers' auto bed" made to accommodate two persons and which is one of the most compact, strongest and quietest to set up on the market today.

The guarantee given by the company manufacturing this bed stated that it could stand eight hundred pounds weight.

Two women shoppers dropped in and, being women, were a bit skeptical about this guarantee. The camping manager wanted to demonstrate that the guarantee meant what it said, looked around for some heavy object and finally hit on the idea of putting the front end of a Ford on top of the bed.

It took six men to lift the Ford equipped with a special body and many different accessories on top of the bed, but it proved to the satisfaction of these customers what the bed could stand.

It was estimated that the Ford with all its accessories, placed a weight upon the bed of over 1,000 pounds. By this test several hundred pounds more were added than the original guarantee called for.

Even if they had persuaded Patty Arbuckle and several other heavy weights to lie on the bed a better test could not have been made.

While the United States possesses one motor vehicle to every 11 inhabitants, there is one to each 119 persons in the United Kingdom.

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# SHOW ROOM DISPLAY OF CARS HELD

For the first time this year there is a complete showing of Haynes model 47 cars in Oakland. Wallace W. Nall, manager of Philip S. Cole Inc., Haynes dealers here, has arranged an attractive display in the salesrooms, with every one of the model 47 cars on exhibition. There are open (and closed cars and a speedster, in brilliant red. The salesrooms have been tastefully decorated, and it is open evenings for those who cannot find time to look the cars over during the day.

"Elwood Haynes, builder of America's first car, still is actively engaged in building Haynes cars," says Nall. "Unless many of the pioneers in the business had kept step with the times had in fact been slightly ahead of the men who started after him.

"In spite of the depression of business throughout the country, the Haynes plant has been kept in operation almost continuously throughout the winter. Orders came through so regularly that there was no necessity for closing the plant."

"Out here in California, there was never a time when we really could get enough cars to fill orders. Many times we had enough of one or two models, but could not get what we wanted, because they were all sold."

"In order to show the motoring public the complete line of model 47, we decided to stage a small show here in our salesrooms. Even at the automobile show last February, we were unable to get together all our models so are doing the show again when we have been able to get them together."

"The demand for high grade automobiles is growing every day. I find that there is a larger percentage of high grade cars being sold than low grade, comparable with the population."

"The reason is that many who have owned cars below the Haynes in price, have decided, after using them for some time, to get a car that lasts longer. The first cost is greater, but it is spread out over several years of use of the car with out buying a new one."

"The show will last all this week and we will be glad to talk car to those who want to look over the latest Haynes."

## Armed Convoys To Protect Motorists

For the protection of dozens of motor truck fleets plying between New York city and Philadelphia over the Lincoln highway, which recently has been infested with an apparently closely organized banditry, armed convoys are being organized to guard them safely between the cities.

# HUNTING AND FISHING GOOD IN SIERRAS

Ben Hammond and his family, in a Franklin touring car, and Dr. E. A. Majors and his family in a Franklin sedan, made a trip into the Sierras a week or so ago, that is replete with interest, and all hands had the time of their lives.

Hammond, who is manager of the Franklin Motor Car Company here, selected the spot and found good fishing and hunting. The gang went to Bass Lake, high in the Sierras, between the Yosemite country and Huntington Lake.

The resort up there is called the Pines, and Hammond says it is a good place to stop.

"We left one getting there, July 2, south via Modesto, Merced, Beren, where the highway ends, then on to Raymond, Coarse Gold and Bass Lake. The distance is 216 miles, and the roads are good all the way, says Hammond.

"The Pines is near Wawona, that is over a mountain or two, but close by in a beline."

"I drove the Franklin twelve miles above The Pines to Sequel Meadows, and had to negotiate grades of 25 per cent at times. This place was once an old lumber camp, and we have been getting there, there is a lake there with plenty of fish. This lake is at an altitude of 7200 feet. Hunting and fishing at Bass Lake is only fair. This lake is 4000 feet in the air."

"We have a wonderful trip and stayed there two weeks. We were loath to leave. The high Sierras are wonderful at this time of year. It is early spring up there and the high peaks are covered with snow all the year round."

## Irreversible Steering Gear Put On Market

C. H. Blomstrom of Detroit, veteran automobile builder who put out for the market the first four-cylinder car made in Detroit, the Queen, has invented an irreversible steering gear for Ford cars, which is being manufactured by the Swope McCracken company, Detroit. The irreversible Steering Gear corporation is handling the sales and advertising and has offices at 1439 Chestnut Street, Philadelphia. Blomstrom is president; Harry Darlington, secretary and treasurer, and George Schow, vice-president.

## May Solve Problem Of Lighter Autos

According to Roger W. Babson, a statistician in Chicago, automobiles of the future will be built of a composite of cotton, formaldehyde and glue. This composition, it was explained, may solve the problem of lighter cars.

## "TED" SCHLEUTER, well-known Oakland boy, who has just joined the A. W. Rawling Company Marmion staff.



## Auto Company Pays Off Indebtedness

On June 28, Franklin paid off the last penny of its bank borrowings, which on December 31, or six months ago, amounted to \$4,510,000. On August 31 of last year—when Franklin inventory reached its high peak—bank loans amounted to \$4,785,000.

In front of a high school building in Cincinnati, the streets are lined with passenger automobiles, more than 200 students riding to and from the institution.

Gibraltar, despite its limited area, boasts of having 90 vehicles.

# MODEST BUTTON FOR OLD TIMERS

Membership buttons in the Old Timers Club are now being issued to those who have been accepted by the membership committee, from the office of F. Ed Spooner, secretary, 420 Book Building, Detroit. The new emblem is of solid gold inlaid with hard French blue enamel. The border is beveled and polished and the letters and numerals are in gold. These buttons are about one-half inch in length and one-quarter inch from top to bottom, and are neat and modest. They carry the year of entry into the business of the member, and will therefore be permanent.

The plan of denoting the length of time spent in the business continuously by stars for each five years has been given up. Members of the organization have been very anxious to secure their buttons, and the directors delayed in deciding upon the emblem until they had received suggestions from all the leading emblem makers of America. The one selected was the most modest offered.

The device which was used by the Original Old Timers Club, which went out of existence last January, was garish and altogether too loud to be worn steadily. The directors desired a button or emblem which would be worn at all times, and secured just what they sought.

# "PRICE REDUCTION" ADJUSTMENT SALE USED CARS

So great has been the interest in the new Cole Aero EIGHT since the sensational price reduction of \$600 to \$900 that we are forced to move 50% of our used car stock to make room for other cars taken in trade as part payment on new Cole Aero EIGHTS.

And they will move fast. The bargain prices we have put on them will make them move quicker than anything we can say about them.

## SALE STARTS TODAY

Open Evenings and Sunday

Other Used Cars Taken in Exchange

- |                   |                                                                                                                                                 |        |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Cole 860          | New paint, good tires.....                                                                                                                      | \$675  |
| Cole 861          | Newly painted, good tires, in excellent mech. condition and has unusual power.....                                                              | \$975  |
| Cole 870          | 7-Pass.; newly painted, good tires; fine condition throughout. An Aero Eight at a bargain price.....                                            | \$1795 |
| Cole 872          | 4-Pass. Sportster; newly painted and new tires; mechanically A1 throughout. A big bargain at.....                                               | \$1875 |
| Cole 870          | This is a 1920 Cole Aero Eight, 5-pass., in A1 condition throughout; new paint, tires and a genuine bargain at.....                             | \$1975 |
| Haynes 30         | 5-Pass.; equipped with wire wheels, special side curtains, new cord tires. A rebuilt car from front to rear.....                                | \$750  |
| Haynes 37         | 7-Pass. touring; new paint, tires and condition A1 throughout.....                                                                              | \$895  |
| Ford Speedster    | 1920 motor with mileage of only 500; 1917 chassis, special top, starter and many other extras. This is a pick-up at the price.....              | \$525  |
| Ford Touring      | 1920; starter, 4 new tires, Haxler shock absorbers, speedometer and other extras.....                                                           | \$375  |
| Cole 872          | 1919, 4-Pass. Sportster; good paint and tires, and in fine running order, at the lowest price ever made on an Aero Eight in such condition..... | \$1795 |
| Cole 871          | This is a wonderful buy.....                                                                                                                    | \$1950 |
| Cole 870          | Good paint, tires; mechanical condition absolutely O. K. bargain at.....                                                                        | \$1875 |
| Cole 872          | 4-Passenger Sportster, in perfect condition throughout.....                                                                                     | \$1975 |
| Cole 870          | Late 1920 Demonstrator that has received best of care and is like new throughout.....                                                           | \$2125 |
| Cole 872          | Almost new. A snap.....                                                                                                                         | \$2125 |
| Chevrolet Rdster. | A 1921 car, run only 400 miles; four brand-new cord tires, 1 spare; many extras. This is a stagger-bargain at.....                              | \$675  |
| Oldsmobile Tour.  | 1919 8-cyl.; excellent condition.....                                                                                                           | \$1250 |

GET YOUR CAR TODAY EASY TERMS IF DESIRED

## COLE MOTORS, Inc.

DISTRIBUTORS

3034 BROADWAY, OAKLAND

Van Ness at California, San Francisco

# Over DUNCAN STREET HILL ON HIGH GEAR

## in the Lexington

MINUTE MAN SIX

### Only Automobile That Has Ever Climbed This Hill in High Gear

POWER! POWER! POWER!

An absolute stock car, just as you might buy "off the floor," with no "tuning up" and not equipped with any "special device," climbed up Duncan Street (HILL) a 50% grade, in high gear, doing better than TWENTY MILES PER HOUR when going over the top.

Proof of the remarkable power of the Ansted Motor with which the Lexington Minute Man Six is equipped.

Today this climb stands out as the most sensational automobile feat ever performed on the Pacific Coast.

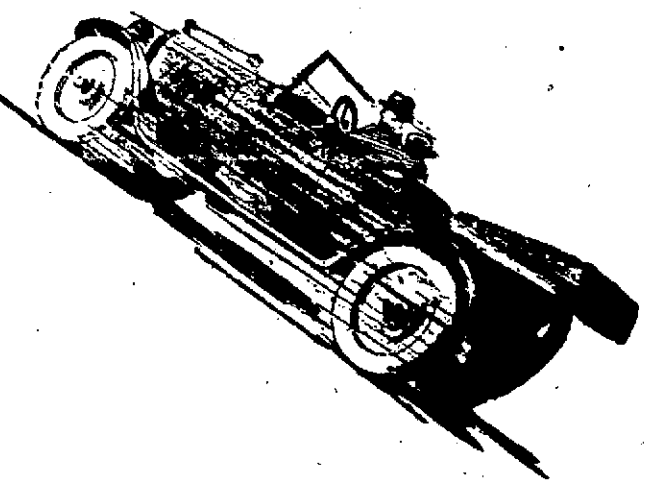
Recent notable performances of the Lexington Minute Man Six are:

- Climbing Fillmore Street Hill in high.
- Making the run to Camp Curry, Yosemite Valley, from San Francisco, locked in intermediate gear, in 10 hours and 45 minutes.
- Climbing Duncan Street Hill first in second, with four passengers, seven weeks ago and there surpassing all other motor accomplishments last week by going over this famous hill in high gear.

Let us demonstrate the Lexington to you over the steep hills of Oakland, Berkeley and Piedmont

## J. F. K. MOTOR CO.

2919 BROADWAY, NEAR 29TH  
Phone Oakland 5645





**MAX BRASCH AND HIS STEPHENS SALIENT SIX, IN WHICH HE WENT "VACATIONING." They went to Eureka and then to Crescent City and into Oregon and then home**



## AUTOIST ON TRIP OF 1000 MILES NORTH

A thousand miles or so is just a trifle of a few days, now that motor cars are so reliable and men such good drivers. An automobile owner thinks less of traveling a thousand miles than we did of traveling ten with the old One Horse Shay.

M. P. Brasch, of Eureka, and McCorkle, Stephens' dealers here, has just completed a wonderful trip to Eureka and Crescent City and into Oregon. His description of the country and the roads is worth while. It follows:

"We left here Thursday morning for Eureka intending to return direct from that point. The highway all the way to Eureka is in wonderful condition with the exception of a short detour at Scotia, the largest redwood lumber mill in the world. They are constructing a permanent highway and the detour is through the yards, the road being very rough and dust deep.

"We made our first stop at Willits Thursday night, reaching Eureka Friday night. Both of these points were made with ease during the day. At Eureka we were advised that if we wanted to see some of the finest timber in the world we should continue our trip north to Crescent City, about eight or ten miles north of Eureka, which is on the Klamath river.

**CONDITION OF ROADS.**  
"We found the road in very good condition, of course, being rough to Requa. We made immediate connections on the little Klamath river ferry, but from Eureka to Crescent City the road is in terrible condition. You might say just barely passable. This, of course, is due to the fact that the new highway is being constructed and the old road practically abandoned.

"The new highway in many respects will give a different scenic view of that country, adhering more to the coast, and to the writer somewhat a disappointment as he understands the many miles through the beautiful timber where now a corduroy road exists will be abandoned. Just before reaching Crescent City there is three miles of

very difficult road, but should the traveler reach that section when the tide is out it is well to abandon the road and travel along the wet sand as there is no speed limit and no traffic cops to stop you.

### SCENIC WONDERLAND.

"We reached Crescent City on Saturday night Sunday morning we started for Grant's Pass, Oregon, and the first thirty miles of this trip was again through really scenic wonderland. The little side trip about ten miles out of Crescent City to the Smith river country, signs marking the detour taken, no one should miss as there is a wonderful collection of large trees on a flat. The greater portion of the road to Grant's Pass is really in a miserable condition and very hard on rubber as the roads are cut up and many rocks in the runways.

"We reached Grant's Pass about 4 o'clock in the afternoon of Sunday and went on to Medford Monday we drove from Medford over the new Pacific highway in Oregon which is now paved and certainly a wonderful piece of engineering. From the State line to Shasta the grading has been pretty well accomplished but the road is about equivalent to a fair county road.

### FINE DIRT HIGHWAY.

"We reached Shasta Springs at 4:30 in the afternoon leaving there about 5:30 and drove on to Redding, seventy miles over the most wonderful piece of dirt highway imaginable, in fact, it is just as good as driving over a paved highway. We had intended going through to Red Bluff but we had tire trouble just before reaching Redding and were compelled to put up there for the night, and here we spent really the worst night of our trip as the heat was terrific and the accommodations the poorest. Everyone was ready to get out before breakfast as we knew at Red Bluff better accommodations prevailed and we would get a better breakfast.

"The road from Redding to Red Bluff is mostly detour. While following creek beds, etc., there is only one place that you would call difficult and there the road is cut so deep that a person should travel through it in second. This was Thursday morning and after breakfast in Red Bluff at about 8:30 we came on through to Oakland, reaching here about 5 o'clock in the evening. Our speedometer registered 971 miles for the six days. We had absolutely no trouble outside of tires and the roads are responsible for tire trouble.

"The writer has pretty well covered the State and believes that on this trip one needs the finest view of scenery in the State of California."



JOHN A. RYMER, HEAD OF THE Liberty Auto company, which is celebrating its third birthday, by completing its 1171st auto painting job.

### Branch Managers At Fresno Conference

The finish of the special test run of the Willys-Knight car over the Fresno speedway was the occasion for a meeting of branch managers of Willys-Overland Pacific Company at the Rialto City.

All of the California heads of the various branches of the big company were on hand for the event as well as a number of the Willys-Knight dealers.

The motor men decided that they don't envy Jack Holmes, the Fresno manager, his job, in spite of the wonderful Fresno building and the goodly number of buyers that flock in through his town.

Among those at the conference were L. M. Stewart, of San Francisco; J. P. Thompson, of Los Angeles; G. B. McNary, of Sacramento; J. L. Holmes, of Fresno, and H. D. Bell, Oakland dealer.

Of 40 active passenger automobile manufacturers in the United States, 50 have reduced prices since May 1. The reductions range from 5 per cent to 34 per cent.

## AUTO METER LAW FOUND SALES PLAN

Sponsored by accessory dealers, a movement has been initiated in the City of Los Angeles and some other parts of the State intended to require by legislation that all motor vehicles be equipped with speedometers. Aside from the fact that such equipment would require an outlay of approximately \$4,000,000 on the part of motor vehicle owners of this state and consequently a sales item of considerable magnitude, the allegation is made that speedometers would not tend to mitigate against speed. The claim is advanced that some motor vehicle operators plead unintentional violation of speed regulations because of lack

of a speedometer and proponents of the movement declare judges have been disposed to be lenient in response to this plea.

In Los Angeles an ordinance was passed that would have required speedometers on all motor vehicles capable of being driven at a speed in excess of 15 miles per hour. In response to arguments maintaining that the ordinance was impractical for enforcement purposes and that the speedometers themselves are impractical on solid tired vehicles, Mayor Cryer vetoed the ordinance. The chief advocate of the ordinance to appear before the councilmanic proceedings was a representative of the accessory dealers. To make of the city a sales agent for recording devices was regarded as a plum worth fighting for.

### SOLID TIRE PROBLEM.

According to information possessed by the Mack-International Motor Truck Corporation, distributors of Mack trucks, operators find speedometers impractical on solid tired vehicles. Milo Bekins, of the Bekins Storage Company, personally appeared before the Council Committee in Los Angeles and said the instruments are a failure. The transportation superintendent for another company operating more than 20 trucks said his concern had experimented with speedometers on all

most all makes of solid tired trucks and even pneumatic tired Ford trucks, and that the instruments shake off or are rendered inaccurate because of the vibration. Another statement of fact and information was that speedometers cannot be made to record correctly on solid tired vehicles because of the wear on the tires.

When the instruments are first installed they are regulated in accordance to the periphery of the tire. A certain number of wheel revolutions corresponds to the distance traveled. When the solid tires are new they are three inches or more in thickness. As they wear down, therefore, the number of revolutions per mile changes and consequently the speedometer does not register correctly.

### SAFETY ARGUMENT.

As to the argument that speedometers are, in a nature, a safety device, it was pointed out that the cars which are most capable of high speed are equipped with speedometers by the producers, and statistics show that the greatest number of accidents resulting from excessive speed involve cars that have speedometers. If the presence of a speedometer on a motor vehicle would deter the operator from exceeding the speed limits there would be no violations by drivers of cars so equipped. One opponent of the

## Business Is Good In May and June

Edward S. Jordan, president of the Jordan Motor Car Company, Cleveland, an organization which acted as one of the bell cows leading the way to the price readjustment, was in Detroit for several days last week. Jordan said that May and June with his company were two of the biggest months in history for them. Shipments aggregated those of any three months period. May deliveries were 28 percent better than any previous month and June 56 percent better than May, this establishing a record for the two consecutive months.

measure said that to enact such an ordinance as a safety measure would be about the same as to make trousers without hip pockets because of the well-known use to which hip pockets are put.

"Interest in the movement has become state-wide. It is cited that one city in the United States already has such an ordinance but that because one city has taken a step, which some automakers have said will prove impossible of enforcement, is no reason why other cities should do the same, according to the opposition.

## Business Is Good, Says Auto Maker

C. D. Hastings, president of the Hupp Motor Car Corporation, said that his company, with a daily output of 80 cars for domestic consumption alone, is doing quite as well as a year ago when the output was about 105 cars daily with 25 going to export fields. As there is now no export business worth mentioning Hastings feels that the Hupp record is one to be proud of at this time. He says, however, that in view of general conditions he can make no prediction as regards the future.

### HEALTH IS RECOVERED.

W. H. Little, formerly of the Scripps-Booth Motor Car Company whose health broke down almost completely last year, has so far recovered that he is thinking of business once more. Little was, in fact, given but a few weeks to live but good care has placed him almost in the "Hundred Percent" class. He will devote four months more to making recovery complete and then again enter business harness. Whether he will join the organization of W. C. Durant, with whom he has been connected for 19 years, he will not say now.

# MARMON 34 Is Back in Its Old Home

## A. W. RAWLING CO.

has secured a direct contract from the Nordyke and Marmon factory to sell Marmon motor cars in this territory. We have no connection with, and are independent of the Al G. Faulkner Co.

## 1922 Series Marmon on Display It is the finest Marmon ever built

### About the New Car

The present Marmon 34 priced at \$4485 is the identical \$5595 car, not changed, not cheapened an iota. Not a single accessory has been removed. It comes complete—you do not have to pay \$150 to \$200 extra for essentials.

A finer car is inconceivable, regardless of price. Not merely fineness of appearance and equipment, but in everything you consider as indicating the de luxe.

Bear in mind that the car is better than ever. Improving and bettering every detail of the car has been the Marmon watchword.

The Marmon engineering and production organizations have been cooperating, aggressively and conscientiously, toward this end for the past six months.

This effort has produced a real accomplishment—the finest MARMON 34 they have ever built.

### Our Service Facilities

We have enlarged our shop and service departments so that we can care for all Marmon owners in the way they want to be served.

Special tool equipment has been installed and expert mechanics are on call at all times.

We welcome Marmon owners. Come in and see us.

### The New Prices:

Marmon prices have been reduced \$1100 to \$1500, and the quality is better than ever.

### MARMON 34

|                              |        |
|------------------------------|--------|
| Touring Car, here.....       | \$4485 |
| Club Roadster, here.....     | \$4485 |
| 2-Pass. Speedster, here..... | \$4685 |
| Sedan, here.....             | \$5895 |
| Coupe, here.....             | \$5395 |



# The "J-E" Battery Requires no Water

Install a "J-E" Battery for Starting, Lighting, Ignition. THEN FORGET IT—for the "J-E" Battery, first or last, requires no water—no attention.

The "J-E" Battery is made to fit any make or model car, and is recharged in the same manner as any ordinary battery.

But the "J-E" Battery will not sulphate—its terminals will not corrode. Its plates cannot buckle.

The "J-E" Battery will reduce your battery expense at least one-third.

For any storage battery use, the "J-E" Battery is unconditionally guaranteed to be 100% efficient for eighteen months.

End all your battery troubles. Get a "J-E" Battery TODAY from

## "J-E" BATTERY COMPANY

295 29th St. of Oakland Phone Oakland 8178  
Sub-Dealers Wanted. Good Territory Open.

## A. W. RAWLING COMPANY

2838-2840 Broadway

Phone Lakeside 581

Marmon owners who purchased cars from the Al G. Faulkner Co.'s Oakland branch will be welcomed at our service station, and will receive the same attention as if they bought them from us.







# CHARTS SHOW ALL CHANGES IN AUTO PRICE

Anyone interested in prices—and there are few of us who are not—will find some unusual disclosures in a set of charts just released to their dealers by Dodge Brothers.

The charts are not confined to automobile prices, as might be assumed from the fact that they were issued by an automobile manufacturer, but show clearly and accurately the remarkable variations in the cost of hundreds of commodities over a period of seven and eight years.

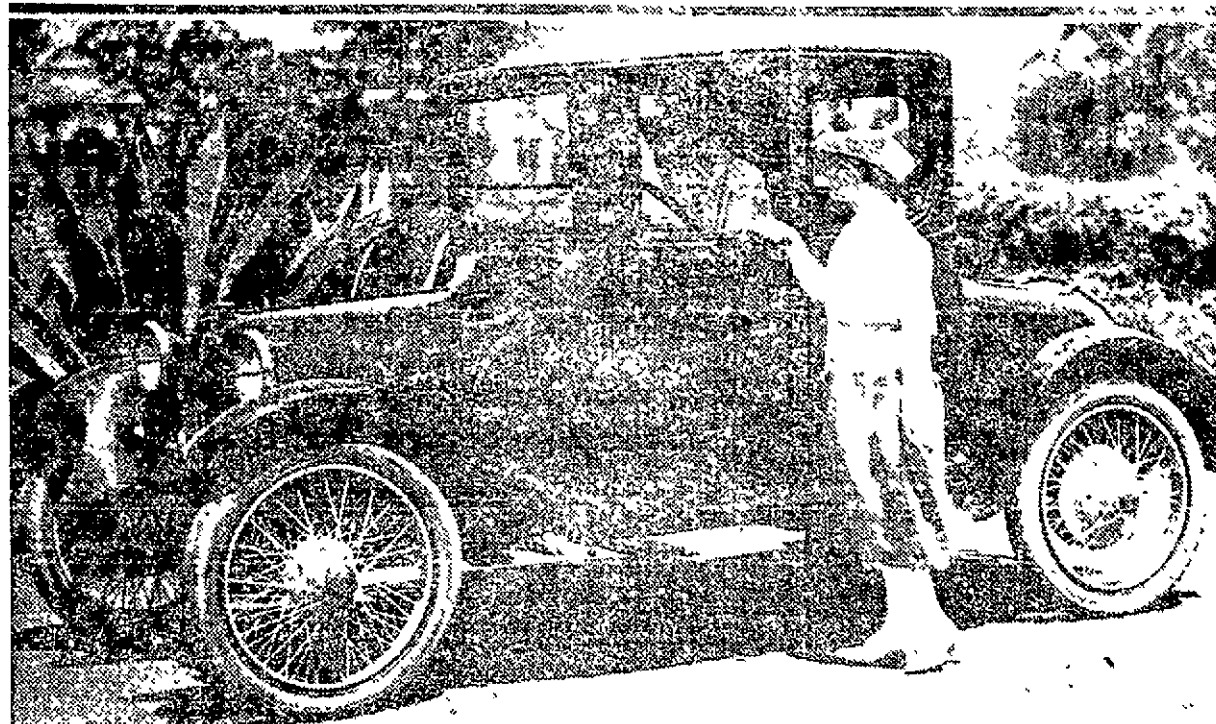
If, by any chance, your salary has been recently reduced and you are inclined to grumble, try the simple experiment of comparing your present salary with your salary in June 1920, when the peak was reached in the prices of most commodities. If you are making as much now as you were then, you are still 10 per cent ahead of the game according to one of the charts, which shows a decline of 41 per cent from June, 1920, to June, 1921, in the prices of 121 commodities. If you have been reduced 10 per cent, you are 31 per cent ahead.

Dodge Brothers did not issue these charts, however, to attempt to justify any salary reduction. H. W. Grand, Oakland manager of H. O. Harrison company, but merely to prove to the public that the price of their car has been remarkably low all through the period of high prices, as compared with the general trend.

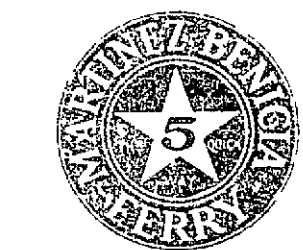
Grand made an interesting comment on the subject of household economics. "Now and then people who intended to buy a car come to me," he said, "with the story that their wages have been reduced and they will have to put it off or abandon the idea altogether. Now these people can really afford to buy a car, but have not taken the trouble to figure it. They have simply failed to readjust their own mode of living in keeping with the general economic readjustment. Their salaries have been higher than ever before and they accustomed themselves to a more or less extravagant plane of living without realizing this could not go on forever. Nothing was too good for them. They had their full share of world enjoyment. Why not pause, look around and see what is happening to the world? Wouldn't the pleasure and convenience of owning an automobile offset the slight disappointment of not being in a position to attend every social function that comes along and of buying everything that your neighbor buys? I know it would. There is real enjoyment in owning a motor car, and from the fact that it has become a real necessity in business. Readjust yourself and your household to meet present restricted conditions—and then buy a motor car."

Grand also said that anyone who may be interested in his price charts is at liberty to examine them at his salesrooms.

AND HERE'S THE LATEST DODGE BROTHERS COUPE, TO WHICH SEVERAL REFINEMENTS AND IMPROVEMENTS HAVE BEEN ADDED SINCE THE MODEL WAS FIRST PUT OUT. THE UPHOLSTERY IS NOW MOHAIR VELVET AND THE BODY IS OF THREE-PASSENGER SOLID PILLAR TYPE. NOT FORGETTING THE YOUNG LADIES—THEY ARE MISS JANE SEYMOUR AND MISS VIRGINIA POTTS.



CAN HE FISH? THIS PROVES IT. DICK PURSER, AT THE RIGHT, AND HIS OLDSMOBILE FOUR, WHICH HE USED ON A FISHING TRIP RECENTLY. Purser is Oldsmobile dealer here.



G. L. ALLEN, General Manager  
Berkeley, Calif.

**SCHEDULE**

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## DISCOURTESY TOO COMMON ON HIGHWAYS

Remember when you have climbed up through the mountains after a long pull in second or low and come to a welcome water trough or a small creek, and there was a good-sized car there and you filled your radiator again, whether it needed it or not? You can recall many such cases. Then think back, when you came back over the same road, sliding down hill and stopped to let the passengers have a drink, and the car was gone.

Remember how you cursed the memory of the man who took that car?

"This is one of the things that makes men unhappy—that causes a lot of woe, and it is just the thoughtless motorist who takes the water carrier and leaves the next man out of luck," Bryan Milton of the Davis Motor Car Agency claims.

There was a trip to Santa Cruz, via the Saratoga Big Basin road, over the week-end, and stopped on the stiff pull up from Saratoga to fill the radiator. The radiator on our Davis car did not hold, but we put a little water in it on general principles. There was a large car there then.

There was a way back we stopped there for a minute because it is a good place to rest. We got out and stretched our legs and looked for the car to get a drink. It was gone. Some unkind motorist had taken it along with him. Maybe it was some one with a camping outfit who wanted another car for his coffee. It might have been some youngster who put the car on top a fence post for a target. The main thing is that the car was gone.

"Discourtesy on the road is one of the things that cannot be described. It is that intangible something that makes motoring a great deal more pleasant and that makes trips into the mountains more agreeable."

"Many boulevard drivers who go into the mountains get scared stiff when they meet another car on a narrow road. There should be no necessity for this fear. No one should be traveling fast in the mountains, and the car should be under perfect control all the time. No matter how narrow the road there are places to pass every so often."

"It is a good plan to keep the horn blowing on narrow roads where there are many curves."

"Give the other fellow a chance. He is human like yourself. If all motorists try to do the right thing there will be fewer accidents and much more joy in using the mountain roads of the state."

**THIRD BIRTHDAY**

**IS CELEBRATED**

Last Monday the Liberty Auto Company, engaged in the building of Liberty tops and special bodies, the refinishing of cars and the distribution of Cross Air Springs and Steel Wheels in the local territory, celebrated its third anniversary by completing its 1171st refinishing job. This mark set an average of one and one-half cars per day since the opening of the plant. Other figures compiled by the production department showed over 3000 fenders enameled during the same period and the completion of over 100 Liberty tops, for everything from a roadster to a 20-passenger stage. In addition, several special bodies were built for the higher-priced cars.

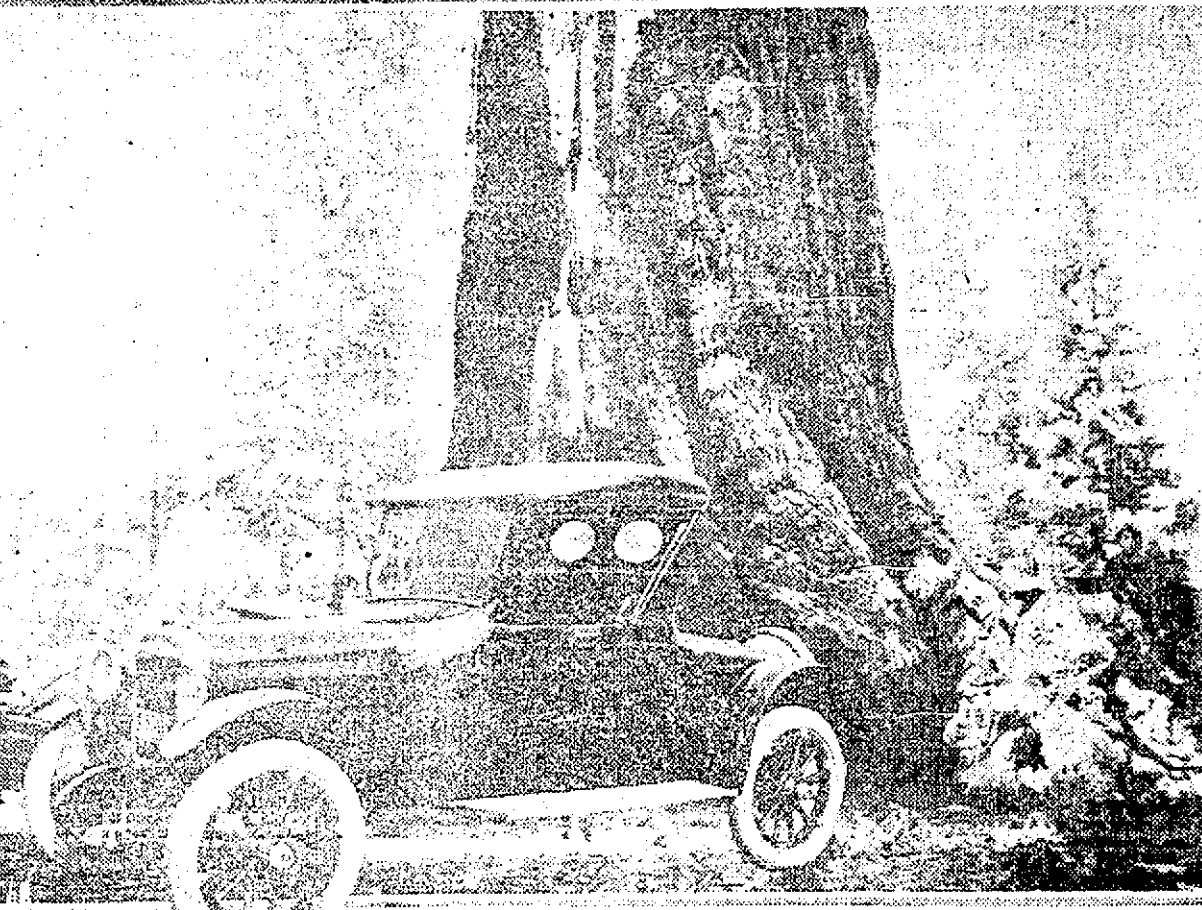
During the three years in which this firm has been engaged in the refinishing work, it has perfected the Ry-namel process, by which automobiles are given an enamel finish that can be cleaned with gasoline, laundry soap, kerosene or turpentine without fear of damage. Ry-namel is sprayed on under a tremendous pressure that gives it a grip impossible to secure by the brush application method. It is totally unaffected by alkali and impervious to acids if they are washed off within a reasonable length of time. Thus it is said to conquer the bugbear of carelessness at battery service stations.

If the finish is scratched or gouged, it can be matched or replaced. Ry-namel, according to John Rymer, requires no varnish over it unless a very high finish is required. As applied, it is soft and velvety and gives a most pleasing appearance.

Other features are its low cost, which is below a "chrome" paint job, and it takes only half the time of a usual refinishing job.

In the United States, there are approximately 1,000,000 cars manufacturing annually 25,000,000 tires, valued at \$1,000,000,000.

THE MARIPOSA BIG TREE GROVE HAS HAD MORE VISITORS THIS YEAR THAN HAVE EVER BEFORE INSPECTED THIS GIANT SEQUOIA FOREST. The car you see is an Oakland Sensible Six roadster, which conveyed a party of Oakland motorists to the national park last week.



## HIGH GEAR ONLY USED FOR TEST

Any motor car's endurance record is always a live subject for conversation. Endurance is one of the big factors explaining a car's popularity with the buying public and, in the words of the sport world, the car that "can stand the gas" is certain to become a strong favorite.

According to J. L. Brambila, of the Lou H. Rose Company, Maxwell and Chalmers distributor here, the numerous achievements of the good Maxwell are piling up in pleasing fashion. Here is another endurance record set by the Maxwell in West Virginia, where the mountains serve as a real test for a car's qualities.

With the low and intermediate gears removed, according to Rose, and carrying three passengers, a good Maxwell stock car traveled 60 miles over mountains and through muddy valleys without trouble of any kind. The famous Turtle Creek Hill, just out of Pittsburgh, the Summit Mountain at Mountaintop, and the Laurel Mountains at Elkkins were included in the trip. L. T. Cordray, Maxwell-Chalmers distributor at Fairmont, personally supervised the trip, driving the car himself most of the time.

"Rainy weather had made the roads very bad," said Cordray, "but the good Maxwell went through without trouble of any kind, covering the entire 50 miles on 31 1/2 gallons of gasoline, and average of 14 miles to the gallon."

In commenting on this trip, Lou H. Rose stated that this test is only a fair one, considering the durability and economy of the good Maxwell.

"The test in West Virginia, following upon the heels of numerous Pacific Coast expeditions, not only proved the goodness of the good Maxwell but confirms the opinion of all good Maxwell owners that it is a remarkably economical car. At its new price it is indeed fulfilling the promises of the new organization behind it. They said they would make a car so good that its value could not remain for a moment in question. Not only have they done this but they have twice reduced the price while making these improvements."

## Japan's Tax Rate Is Retiring Autos

In Japan, the new tax rates on automobiles, which represent an increase of from 50 to 80 per cent, are so high that they are not only interfering seriously with any increase in the number of motor vehicles used, but are actually retiring from use a large number of such vehicles.

## Most of Surfaced Roads Are Gravel

More than 42 per cent of the surfaced roads in the United States are gravel. 25.22 per cent are sand and clay, 10.98 per cent are asphalt and other bituminous materials, 3.31 per cent are concrete and .62 per cent are brick.

## SHOCK ABSORBER MAKES CAR RIDE LIKE A CLOUD

"More comfort and easier riding qualities is what the average motorist is constantly seeking," declares Will H. Hogan, who was recently appointed Lavelley hydraulic shock absorber for Alameda county.

"Shock absorber," points out Hogan, "employs a cushion of oil to control the spring action. Its work is a bath of oil. This arrangement does away with any squeaks or rattles that ordinarily occur in the average automobile."

"The shock absorber is sealed so that the oil cannot leak out and foreign substances are kept out. The hardest riding automobile can be made to ride like on air," says Hogan.

Recently some field demonstrations were given over the roughest roads in this county and not once during the test did the car show any signs of jumping over the bumps.

## Hudson-Essex Sales Executive Resigns

W. J. Drumpelmann, assistant sales manager of both the Hudson Motor Car Company and Essex motor cars for four years, has resigned. Prior to joining the Hudson organization Mr. Drumpelmann was assistant sales manager of the Chalmers Motor Company for three years.

Shocking noises in automobiles are prevented by the invention of jags made by closely woven fabric soaked in asphaltum and dried, for insertion in loose places.

## MOTORISTS ARE WARNED TO STAY OUT OF FRANCE

Members of the Automobile Club of America and other motorists will hardly care to travel in France in view of the statement of Cortland Bishop of New York, the pioneer of motoring who delivered an ultimatum recently in Paris.

He told the hotel owners to charge reasonably or lose American tourist business. Bishop is known as the most travelled motorist of America. He has spent several weeks in trying vainly to induce the French Ministry of Labor to take action regarding the exorbitant charges of the French hotels now living almost wholly of American tourists. Bishop said that the Normandy Hotel at Dieppe refused to take visitors for one night unless they paid the full 25 days season. Other hotels do the same.

A garage is planned in Brooklyn, Mass., exclusively for women. Not only will all the patrons be women, but the establishment will be managed by a woman and there will be women attendants and mechanics; even the car service, to be operated in connection with the garage and for its customers, will have women drivers.

## Garage Planned For Women Exclusively

Pennsylvania has 231 highway construction jobs under way. These involve a total of 4,946,012 feet or 934.73 miles, at a cost of \$51,731,523.54.

## CAR CLIMBS TO TOP ON HIGH GEAR

Bill Parry, of the Hebrank, Hunter & Peacock Company, is accomplishing hill-climbing stunts again.

Last week, in his Chandler, with which he has traveled many thousands miles over good and bad roads, he climbed Oakland avenue all the way to the top in high gear from a standing start at Grand avenue, and did not exceed fifteen miles an hour during the climb.

There were three passengers in the car, and not once, according to Parry, did the car even show a sign of not being able to make the hill in high gear.

Oakland avenue, to the human eye, looks as though the rise is very gradual, but it is indeed very deceptive; the hill is long and the climbing is continuous from the very start.

This same Chandler which was used by Parry has been performing in great style during the last two months.

Week before last Parry climbed Mandana boulevard, starting at fifteen miles an hour, and maintaining the same speed all the way to and over the top.

"Cars that can make hills in such a manner must have plenty of power," points out Parry. "Many automobiles can make these hills but often find it necessary to take a running start. Climbing in high gear at a reasonable rate of speed is a big asset to the motorist from every standpoint."

"This is a real test and if your car can make a climb similar to these, you can feel certain that you have a very flexible motor in your car."

## Detroit Organizes Accident Bureau

Detroit has an accident investigation bureau comprising 24 trained investigators under the direction of two lieutenants of the detective bureau. These men investigate all traffic accidents, giving special attention to those in which any person is killed or injured on the highways.

## STONE PILLARS AUTO MENACE, TO BE REMOVED

The Burlingame gates, huge stone pillars marking the highway entrance to the city of Burlingame, will be removed by the town trustees as a menace to motorists. Several serious accidents have resulted because the gates partially block the highway, and they have long been regarded as an

impediment to touring down the peninsula, from San Francisco. D. E. Watkins, secretary-manager of the California State Automobile Association, acting in the interest of the motorists, took the matter up with the Burlingame town trustees last Saturday and as a result of the conference the gates were ordered dismantled as soon as permission is obtained from the County Board of Supervisors.

Sicily is practically a treeless country.

## Tube Repairing Free

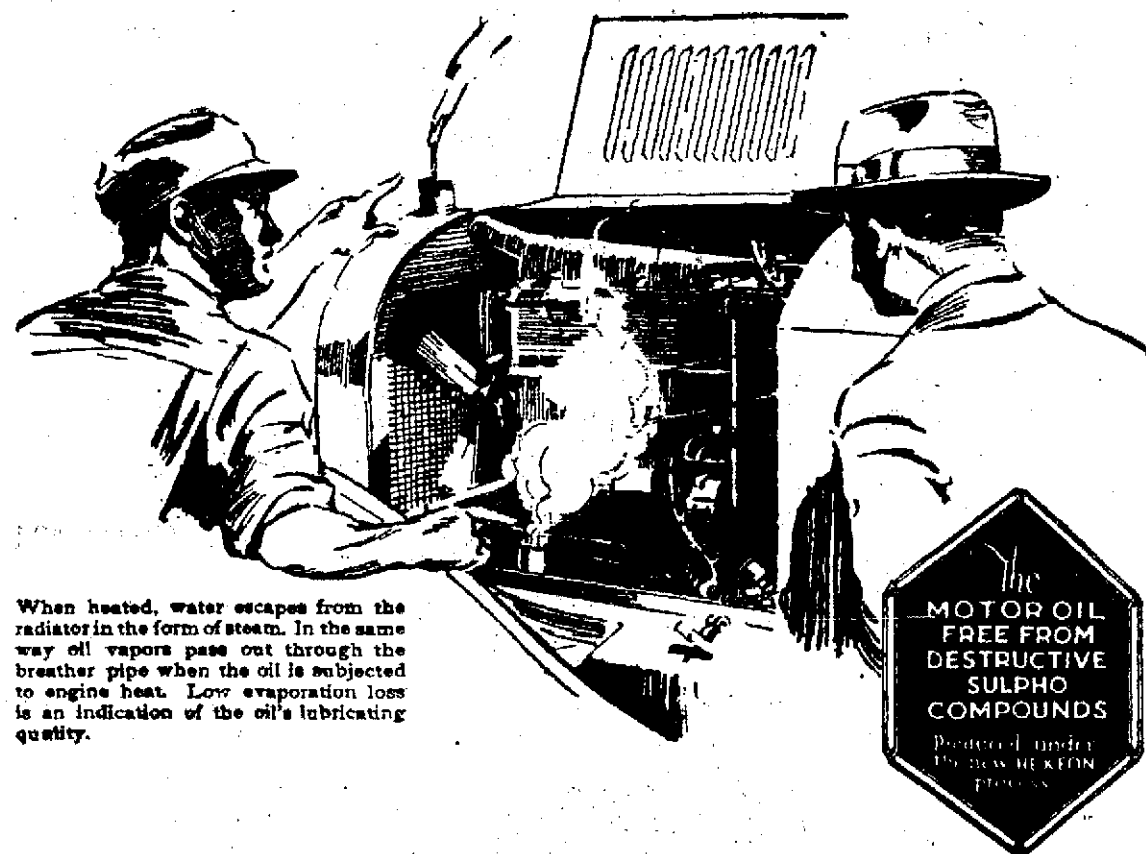
To anyone presenting this advertisement at our store before August 15, 1921

## CHASE and TEDDY

21st and Franklin Streets  
DISTRIBUTORS

## NORWALK TIRES AND TUBES

To acquaint the automobile owners of the Bay Region with our high class workmanship and service, we are offering to vulcanize, absolutely free, three tubes, when accompanied by this advertisement.



## Excessive Oil Evaporation Reduces Mileage and Power

Cycol reduces evaporation loss. It has the stability to withstand terrific engine heat owing to its peculiar chemical characteristics.

Excessive loss of oil through evaporation means that the oil is not suitable to withstand engine heat. Poor oils contain a large percentage of volatile and non-lubricating constituents which are liberated when subjected to operating temperatures and pass out through the breather pipes as vapor.

Power and mileage are reduced. Some oils lose as much as 50% in evaporation during a 10 hour run.

Scientific tests in our special motor laboratory show that evaporation loss is greatly diminished with Cycol in the motor. That means better lubrication and more mileage.

Cycol is the new and different motor oil. It is free from destructive "sulpho" compounds. These are removed by the new Hexon Process, used only by us. Oils containing "sulpho" compounds break down rapidly under engine heat.

Cycolize your motor. Clean the crank case—not with kerosene—and refill with the correct grade of Cycol as shown by the Cycol Recommendation Chart. The price of Cycol is 25c to 35c a quart according to grade.

ASSOCIATED OIL COMPANY, San Francisco

# CYCOL

MOTOR OIL

FREE FROM DESTRUCTIVE 'SULPHO' COMPOUNDS

## Quality Appreciation Counts Most

During the period through which we have passed recently, thousands of motor trucks were sold to conservative buyers solely on the basis of an early delivery date. The demand did not exceed the supply.

The present is a different period—one in which buyers are giving careful consideration to economies of all kinds. Buyers are looking at their truck operating and maintenance cost sheets as never before and the lowest achievable cost per ton mile is the all-absorbing topic.

QUALITY is what makes low costs. The thought and attention now being given to quality equipment as related to operating costs has never been equalled in American motor truck history. QUALITY IS KING.

That's Why So Many  
Buy MACK Trucks

Mack-International  
Motor Truck Corporation  
2915 BROADWAY  
San Francisco San Jose Stockton  
BRIDGE THE BAY



go to **COTATI**  
**SPEEDWAY**  
NEXT  
SUNDAY  
July 31<sup>ST</sup>  
Elimination Speed  
trials between world's  
most famous drivers.  
Flying Circus.  
Parachute-  
Aeroplane Drop.

Located half way  
between Santa  
Rosa and Petaluma.  
Roads in  
excellent condition.

**MORE POWER**  
Fifth of the Seven Superior  
Features of  
**RAYFIELD**  
A Proper Compounding of Fuel  
at All Throttle Positions  
**G. A. ROBINSON**  
SALES 3263 PIEDMONT AVE. PHONE PIEDMONT 264. SERVICE

OFFICIAL  
SERVICE  
**Delco**  
SMITH  
UNITED SERVICE  
24<sup>TH</sup> & WEBSTER

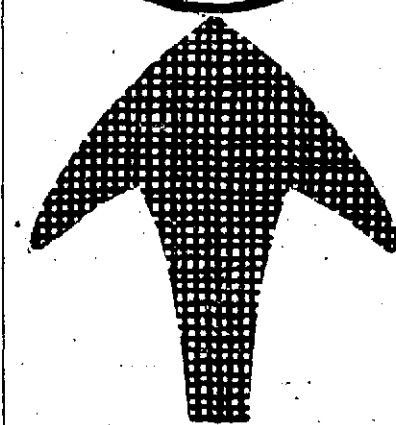
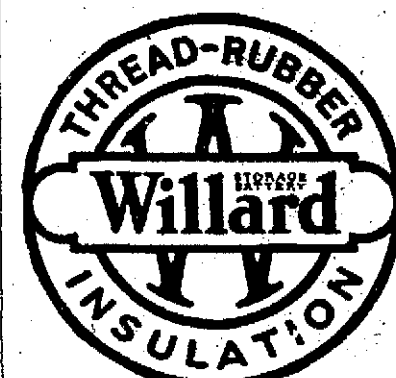
## GARFORD TRUCKS

Get the produce to  
the market.  
Haul the gravel to  
the roadbed.  
THEY PERFORM  
—THAT'S ALL.

"Users know"

**W. C. Morse**  
4400 Broadway

Opposite Technical High  
School  
Phone Piedmont 950



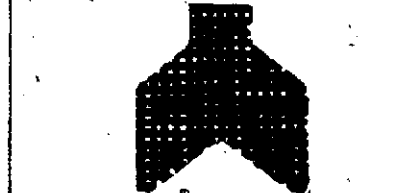
## Willard Because—

It represents the peak  
of automobile starting  
and lighting battery  
development, reached  
by years of specializa-  
tion.

Every Willard Battery is  
backed by Willard reputa-  
tion, with us here on the  
job to see that you get the  
top-notch service every  
Willard user has a right to  
expect.

**AUTO ELECTRIC  
SERVICE CO.**  
Webster at Twenty-first Street  
Phone Oakland 1088  
Berkeley University Ave. and Milvia  
Alameda 2322 Central Ave.  
Ten Stations in Alameda County

## Willard Batteries



RICHMOND OFFICE OF THE  
TRIBUNE, 1015 Macdonald,  
phone Richmond 572.



## ROGUE RIVER ROADS GOOD, SAYS DRIVER

The automobile men are vacationing and when they go 1000 to 2000 miles travel in a couple of weeks is the usual dose. The latest man to return is Frank Sanford, manager of the Howard Automobile Company here.

Sanford drove his Buick as far north as Klamath Falls, then over the mountains to Crater lake and through the Rogue river valley to Ashland, finally on down the Pacific highway to Oakland.

"We found a lot of snow at Crater lake and could not get around the lake so we camped on the rim. It is a wonderful sight and every one should see it," says Sanford.

"The roads through the mountains are in good shape now. The roads on the Oregon side are even better at present than those on the California side. A huge amount of work has been done in the last few years and almost all the detours have been eliminated.

"The trip down the Rogue river valley is one of the most beautiful in the West. We stopped at the Rogue Elk hotel and found excellent accommodations there. This hotel is thirty miles from Medford, Ore. and is a wonder.

"We did not even change a tire during the whole trip and had no mechanical trouble of any kind. All we did to the car was to put in gasoline and oil now and then and travel.

"There were three cars in the party and we camped most of the time, varying the camp fare, occasionally, with good meals in hotels. In this way we were able to stop anywhere we desired and it was a wonderful sensation. We would drive until we found a good spot to pitch camp and stay there.

"The fishing up there is wonderful. We caught Rainbow trout 28 inches long and many of them. We had all we wanted to eat and then some.

"A trip of this kind is not hard. We did not drive long distances in a day and stopped whenever we wanted to.

"The run we made was about 3500 miles and we enjoyed every foot of it. We went in by way of Klamath lake and Crater lake and came out by way of Medford and down the highway over the Siskiyou into California and home.

"It was some trip and I will remember it for a long time for the fun we had."

## CRIME HALTED BY MOTORCYCLES

With Maryland joining the ranks of states equipped with a state constabulary mounted on motorcycles, attention is again focused on the motorbike and the big part it plays in the nation's daily affairs.

Of late it seems to have become a daily occurrence over the country for landais and others of their ilk to use the automobile for extending their operations almost at will in broad daylight, but police departments are effectively coping with many of these situations through the use of the speedy and quick-to-get-away motorcycle.

According to the Firestone Tire and Rubber Company a review of the situation indicates that whereas criminals appear to be more daring than ever there is no abnormal increase in the number of crimes thus committed, but in many cases the offenses are so spectacular as to leave the impression of a veritable crime wave. As a matter of fact there is no doubt that the motorcycle police play a great part in keeping within bounds the element relying on a quick get-away as their only salvation.

With the states, most important cities and many rural communities maintaining motorcycle police, the crop is being kept on the run, while the joyrider, intoxicated and careless drivers also are being kept within bounds.

Nor, the Firestone Company report, concludes, are the police alone in adopting the motorcycle for emergency, for the speedy two-wheelers are fast coming into general use by hospitals sending first

## Going Camping?



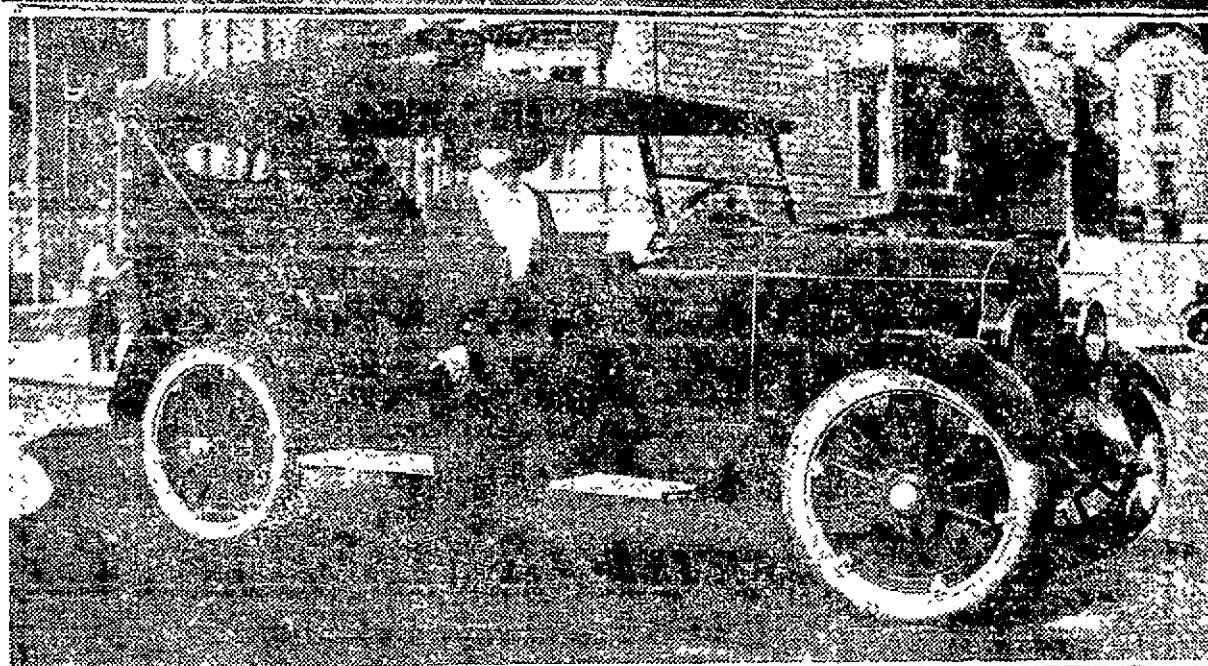
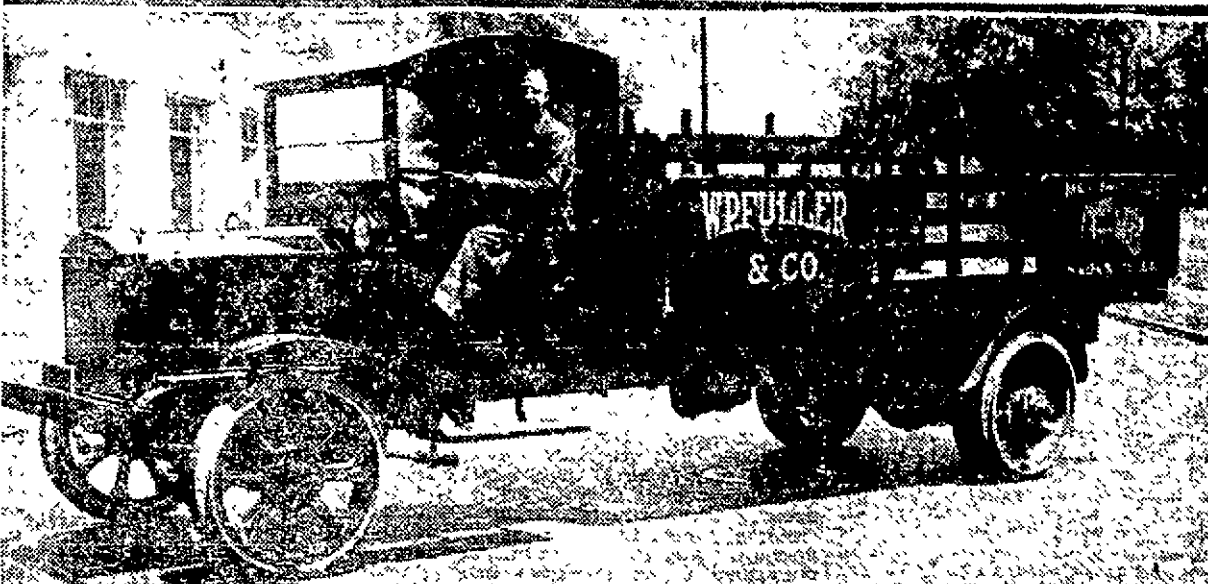
Red Seal highest grade Folding Camp Beds made.....\$30.00  
Large new type Side Entrance Arto Lean Tent.....\$11.00  
7x7 heavy duck Auto Tent with poles.....\$10.00  
Complete outfit large duck boat-folding Spring Bed, Mattress \$32.00  
Van's Combination Lunch Box-Table, see this.....\$15.50  
New Improved Instant Lighter 2-Burner Gasoline Camp Stove \$13.50  
(See this before buying.)

Complete line of camping equipment at the LOWEST PRICES.

Jones Auto Supply Co.  
Broadway, Cor. 25th Street

Official Service  
Gray & Davis  
North East Electric  
Bosch Magneto  
Get acquainted with us.  
Motorcar  
Electrical Co.  
2324 BROADWAY  
Phone Oakland 5209

A 1921 3 1/2-TON MORELAND TRUCK FITTED WITH THE NEW FIVE-SPEED TRANSMISSION designed by the Moreland engineers. The truck shown here has been placed in service by W. P. Fuller Company.



THE SHERIDAN FOUR HAS PROVEN ITSELF A WINNER WITH THE MOTORING public of the Eastbay district. Mrs. P. K. Webster, distributor, has been piling up many sales.

## CLOSED MODELS ARRIVING FOR OAKLAND FIRM

During the past week Butler-Veitch have received several carloads of the new Durl cars comprising principally the closed models, coupe and sedan.

With these and shipments now overdue they hope to be able to keep a constant supply in stock of all the four types sufficient to make immediate deliveries and to avoid the annoying delays.

Tax on passenger automobiles in Great Britain is \$5 per horsepower. In Italy the tax for an average car runs to between \$2000 and \$3000 a year.

Connecticut has two and one-half families to each automobile in the State.

aid, postoffices, telegraph and messenger service, drug stores filling prescriptions, other store delivery, caterers with hot meals, while several fire departments maintain a motorcycle and sidecar for quick work with their chemical apparatus.

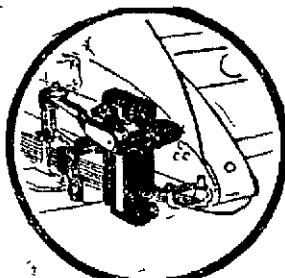
Dr. George Carveth, of Toronto, Canada, operates a motorcycle for emergency cases. In the past twelve years Dr. Carveth averaged 10,000 miles a year.

Save you saw it in The TRIBUNE

## The Lovejoy Hydraulic SHOCK ABSORBER

employs a cushion of oil to control the spring action. Its parts work in a bath of oil—it cannot squeak or rattle.

It Requires No Attention. It Has No Adjustment.



Keeps the joy in riding by keeping out the jolt.

MOTOR SUPPLY WILL R. HOGAN AND SERVICE  
215 FOURTEENTH STREET

## LINCOLN MOTOR CARS

\$7<sup>05</sup> was the lowest automobile license tax paid for 1921 in Eaton county Michigan, according to a Detroit newspaper, on a one-cylinder car, now 17 years old, still in good condition, and in daily use on the village streets.

The car is one of some twenty thousand of its kind built by Henry M. and Wilfred C. Leland in the early days of the industry, when you could count on your fingers the men who had the vision to foresee the almost limitless possibilities of the motor car.

And as it later proved, those LELAND-BUILT cars were merely the forerunners of the many developments and betterments which were subsequently inaugurated by these same men.

The same dogged stamina which has carried that car thru 17 years unflinching service, but which stamina has been intensified by rich and ripe experience, is the dominant characteristic in the LELAND-BUILT car of today—The LINCOLN.

And to LINCOLN qualities of sturdiness and endurance, there is added a measure of riding and driving comfort which is proving a positive revelation, even to those who have never counted cost in their motoring equipment.

Walter M. Murphy Motors Co.  
Broadway at Twenty-third Oakland, Calif.

## LELAND-BUILT

## Motor Does 120,000 Miles of Work Is Still Able to "Stand the Gaff"

After 120,000 miles of hard service you might expect to find a motor car worn out, or at least not as frisky as it once was. Not so with a 1912 Franklin roadster, the property of C. J. Carr of Ocean Park.

This veteran of the highway, according to Ben Hammond, manager of the Franklin Motor Company, is still able to "stand the gaff" and is about as dapper as it ever was. Carr, who is the Franklin dealer of Ocean Park, has just sent word of an interesting trip made by himself and a party from the south, over a distance of 700 miles in which the car stood up under many adverse conditions and passed a lot of younger rivals who were stopping along the road for repairs.

The trip was made through the intense heat of the Mojave desert country and into Arizona. Numerous side trips were made along the way, one including a run over a field of broken lava to Plute Spring. If ever the durability of a car was tested it was in this stretch of tortuous going, according to Carr.

While making a short cross-country

trip in the Mojave country the faithful Franklin came into contact with a huge boulder, tearing out various portions underneath, but not interfering with the operation of the car. After this it was stated that the old bus would stand anything by river, lake or mountain.

One of the most astonishing parts of the trip was the fact that the total oil consumption for the weary 700 miles was only one gallon. Car after car was overtaken on the desert roads, stalled for one reason or the other, but through the sweltering heat and nearly impassable road conditions, the sturdy veteran stood up and came home with little to show for the wear and tear imposed upon it.

Another interesting feature of the trip was the fact that the Franklin's front tires had already run 16,000 miles.

## Illinois City Opens Free Tourist Park

For the convenience of automobile tourists, the city park commission and the Chamber of Commerce at Ottawa, Illinois, have opened a convenient free tourists' camping ground on the Illinois river, near the center of the city.

## Cranking Is Cause Of Many Accidents

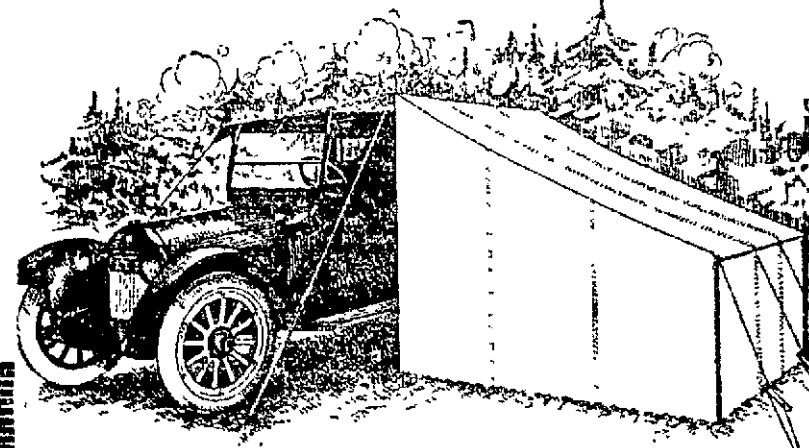
Cranking is the cause of 23.6 per cent of automobile accidents and collisions cause 19.2 per cent. Skidding and ditching cause 12.7 per cent of accidents, and 10.6 per cent are caused by carelessness in entering and leaving a—

**4-IN-1**  
Auto Camping  
Beds

The only camp tent of its kind.  
The carrying features can be had in no other bed.  
The only place in Oakland where this camp equipment can be seen and purchased.

See it today and be convinced

## Up to the Minute Auto Tent



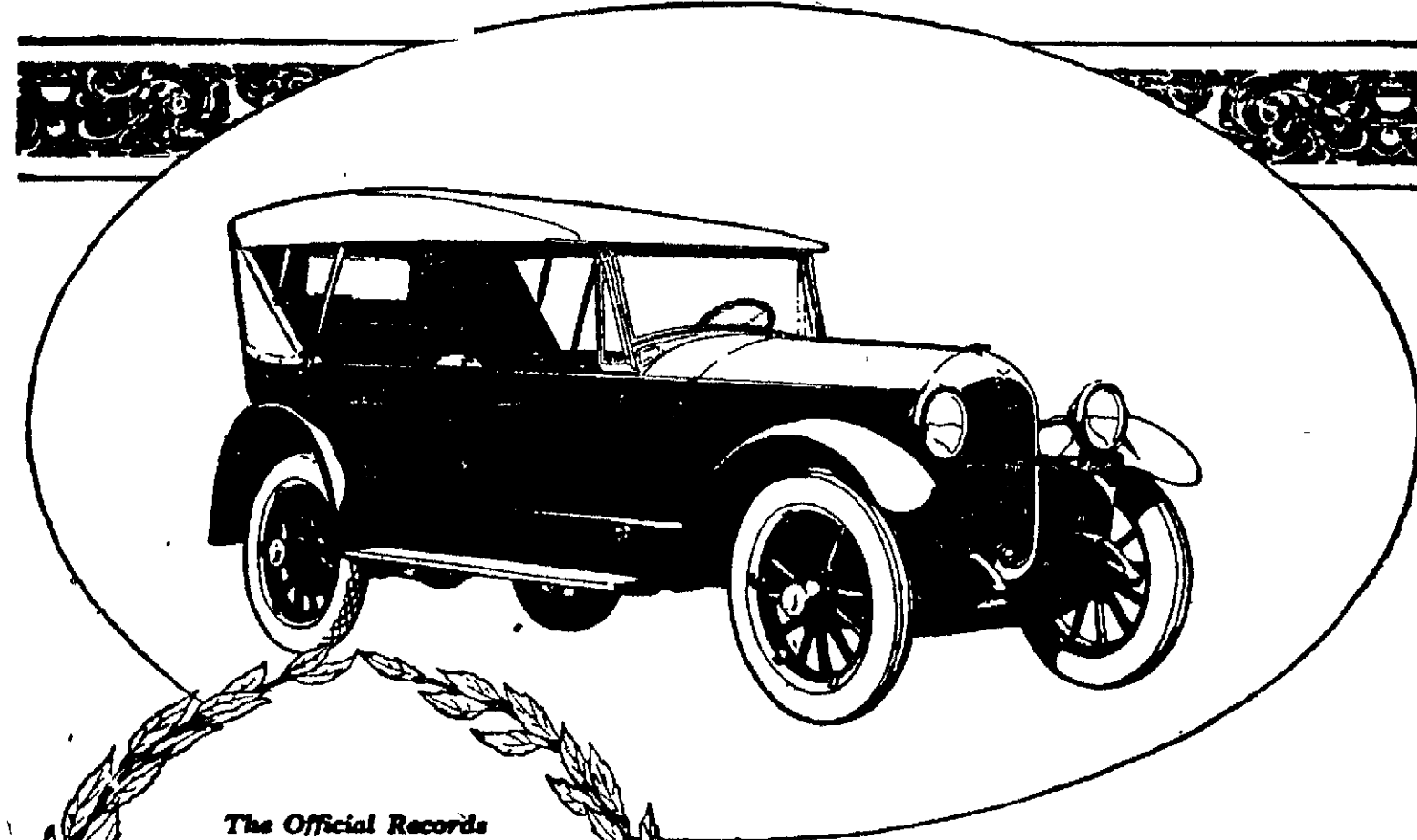
The above tent can also be used with the 4 in 1 spring bed.

All Sizes of Auto Tents at especially reduced prices.

## McKevitt Auto Supply Co.

2810 Broadway, Oakland, Cal.

Phone Lakeside 397



### The Official Records

| Distance  | Time     | Miles Per Hour |
|-----------|----------|----------------|
| 1 Mile    | 35.01    | 172.8          |
| 5 Miles   | 3:15.88  | 91.8           |
| 10 Miles  | 6:31.48  | 91.9           |
| 15 Miles  | 9:46.96  | 92.1           |
| 20 Miles  | 13:01.48 | 92.1           |
| 25 Miles  | 16:17.94 | 90.1           |
| 30 Miles  | 19:36.43 | 90.1           |
| 75 Miles  | 80:00.80 | 89.9           |
| 100 Miles | 66:53.16 | 89.7           |
| One Hour  | -        | 89.0           |

## PAIGE

THE MOST BEAUTIFUL CAR IN AMERICA

Ten world's stock chassis records since January 21st, 1921. These are the credentials of the Paige "Daytona 6-66" Model—the supreme and undisputed leader of all American sporting cars.

Such consistently brilliant performance is unique in the history of Motordom. The records are complete and, without further comment, we ask you to draw your own conclusions.

PAIGE-DETROIT MOTOR CAR CO., DETROIT, Mich.  
Manufacturers of Motor Cars and Motor Trucks

CARL CHRISTENSEN, Owner  
VICTORY MOTOR SALES CO.  
30th and Broadway Lakeside 4791



# TRAFFIC MEN WILL GATHER FOR MEETING

Police chiefs, safety experts and railroad men from all parts of the country will be in Oakland October 24 to 29 for the International Traffic Officers' Convention, which will be held in the Auditorium here.

It is expected that several thousand men interested in accident prevention and in safety devices will be here for the event, according to Sergeant of Police Neiderman of Oakland.

Neiderman has been in communication with traffic experts all over the United States and Canada, and has accepted from several of the best known experts in America.

In connection with the convention of traffic officers there will be a safety exhibit held in the main auditorium here. Space for these exhibits is selling rapidly and requests are coming in from all parts of the country. There is still some for sale, however.

Manufacturers of fire prevention devices, machinery guards, automobile safety apparatus and a thousand and one safety guards will be shown.

H. William Nette, formerly secretary of the San Francisco Advertising Club, is general manager of the safety show, and will send a corps of men in the field next week to start the ball rolling.

During the week there will be various demonstrations of fire and automobile devices in front of the Municipal Auditorium and on Lake Merritt, opposite the Auditorium.

These will be in the nature of fire-fighting apparatus, ladder stunts by firemen, automobile accident prevention, and all sorts of safety devices.

Mayor Davis has endorsed the project and the fire department is a unit in planning stunts for the show. Nette is receiving requests from all parts of the country asking about the affair, and police departments in all the larger cities will send delegates here.

The show will be staged in connection with a nation-wide educational campaign to eliminate accidents of all sorts. It has been proved that accidents are mostly preventable, and that education minimizes them.

A few years ago all machinery was wide open, and there were no guards of any sort. Now state and national laws and to force men employing other men in shops to guard their lives with safety devices of all sorts.

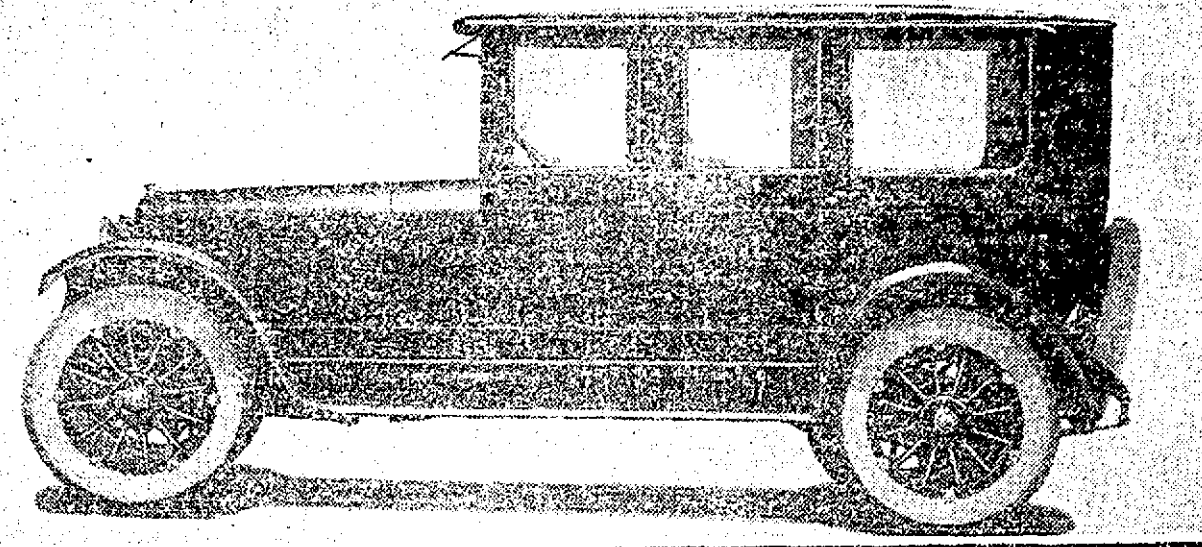
The development of this sort of thing will be shown from early days to the present time.

The event promises to be one of the greatest in the history of the country.

**Basketball Keeps  
Paris Cops in Trim**

PARIS, July 23.—The Paris police have taken up basketball as the sport best fitted to keep them in physical trim. Dressed only in bathing trunks and slippers, one contingent of "agents" exercises an hour every morning.

ONE OF THE ENCLOSED MODELS WHICH HAS BEGUN, AT AN EARLY DATE, TO GET its share of fall season's closed car trade. It is displayed in the Pacific Nash salesrooms.



## HELPFUL HINTS

Question—If the car catches fire under the hood, should the gasoline be turned off and the hood fastened? What else can be done to stop the flames?

Answer—When there is a fire of that sort, which usually is caused by a backing, the gasoline should be turned off and if there is a fire extinguisher, it naturally should be used. If possible, keep the engine turning over by using the starter so that the flames will be drawn into the radiator and cylinders.

Question—How is it that when I go to start my car the starter works all right, yet the engine won't fire? The mixture is good. I can keep the starter on for twenty seconds and get a good mixture, but she won't start. Then all of a sudden I take a notion to crank it by hand and it fires. The engine is now and right. Answer—There is no doubt that the trouble is due to poor ignition caused by too great a drain on the battery at the time of cranking. When you crank by hand there is enough voltage. You can start with the starter if the battery is low by quickly releasing and starting button or pedal so that for an instant the engine is turning over and the starter is not in use. To prove that this is correct, the next time it happens just crank a battery which you know is a good one.

## SUES COMPANY FOR COLD.

WORCESTER, Mass., July 23.—The pajamas Company of Boston is defendant in an unusual \$5,000 suit, filed in the Superior Court by Nathan Jansen, of Worcester, who claims that because of a defect in a pajama suit in which he was a passenger December 7, 1920, he suffered a severe cold, which later developed into bronchitis.

An alleged opening at the side of his berth in the defective pajama suit.

## PAJAMAS AS UNIFORMS.

CONSTANTINOPLE, July 23.—Pajamas furnished by the American Red Cross are becoming popular as uniforms with Russian officers here, who are in the habit of wearing them and the ends of the trousers turned up. When the officer goes to bed it is only necessary for him to remove his hat, shoes and belt. The extreme heat has made the "uniform" much sought.

## Road Razor Is Devised to Pare Uneven Roads

NOW we have the latest device for road maintenance. The "road razor." Its makers claim that it will have the roughest of dirt roads as clean and smooth that it will resemble a boulevard. If the "razor" will do this more than 9,000,000 motorists will nominate its inventor for the hall of fame.

## HOME LIFE OF CLIFF DWELLERS TO BE STUDIED

DURANGO, Col., July 23.—New discoveries of the modes of living of the "cliff dwellers" are expected to be made this summer in Mesa Verde national park. In southwestern Colorado, by Dr. J. Walter Wewkes, ethnological investigator for the Smithsonian Institution.

Dr. Wewkes has already arrived in the vicinity of the ancient ruins where he has spent several summers investigating the cliff dwellers' habitations.

It is expected that Dr. Wewkes will devote a large part of the coming season to new territory.

**REMY  
SMITH SERVICE  
24 WEBSTER**

## CONTESTS PROVE CAR'S RELIABILITY

In a tabulation of the results of California economy runs staged since 1918 discloses quite an unusual record by the Stephens Salient Six.

In a compilation of data on these contests, Max P. Brach, of Brach & McCorkle, Stephens dealers here, has discovered that the Stephens has won three sweepstakes, has placed first in class five times and second in class twice.

According to Brach, the Stephens won the sweepstakes in the Los Angeles-Yosemite economy run in both 1918 and 1919 and more recently in the Sacramento-Lake Tahoe economy-reliability run, held early this month. First place laurels in class were captured by the Stephens in 1918 and 1919 in the Los Angeles-Yosemite economy run. Class cups were also won in the (Tim-of-the-World economy run of 1920 and the Sacramento-Lake Tahoe economy-reliability runs of 1920 and 1921. Second class honors in class fell to the Stephens in the 1920 and 1921 Yosemite Valley economy trials.

The A. A. A. records show that the Salient Six has never failed to place in a single test run in which it has been entered. In fact, it has only twice failed below first honors in the final scores.

Even more remarkable than this

though, according to Brach, are the figures on gasoline consumption on the Stephens score sheet. In the four Los Angeles-Yosemite economy runs, in which the Salient Six entered, a grand average of 21.01 miles per gallon of gasoline was made. In the two Sacramento-Lake Tahoe economy-reliability runs, this motor car has an average of over nineteen miles per gallon of gasoline. Further, it is stated, that in the one Tim-of-the-World economy run, the outstanding score of twenty-four miles per gallon of gasoline was turned in.

## Street Car Speeders Threatened By Cops

KANSAS CITY, Mo., July 23.—Street car motorists as well as the speeding motorists must now beware of the "hard-boiled" traffic policeman.

A "train" operator was brought before Judge Kennedy in the North Side Municipal Court charged with "speeding and careless driving." Traffic Patrolman J. Copple testified that he narrowly escaped injury one evening while directing traffic as a result of "the stupidity of the train operator," who dashed across the intersection at an excessive rate of speed.

Judge Kennedy dismissed the motorist with a warning.

## HE CHOKES A SNAKE.

CADIZ, Ohio, July 23.—While James Bullock was riding a horse along the country road a blacksnake leaped at him from bushes beside the highway. Bullock grasped the reptile about the neck, choking it to death.

## Fabric Plant In Los Angeles Is Announced

THE Owens Tire Company, of Cleveland, is to establish a \$1,000,000 plant at Los Angeles where it will employ 2,000 men in the manufacture of cotton fabrics for tires. Robert Owens, president of the company, is now in Los Angeles selecting a site. The Owens Company follows the lead of the Good-year Company in locating in Southern California to escape the unfavorable conditions of the East.

## Taste For Real Stuff Lacking These Days

INDIANAPOLIS, July 23.—Come the pathetic plaint from Louisville that the boys down there have been paying a dime a drink for "real" beer, that the "real" thing when analyzed by the city chemist failed to reveal more than the celebrated one-half of one per cent, and that the only thing real about it, after all, was a nice, hoppy flavor.

But Indianapolis goes the Kentucky metropolis one better. One of the Hoosier capital's justly famous ex-saloon keepers, now disporting near goods with a can of flag or anything, recently discovered a keg of the old-time high-voltage stuff in the cellar of his establishment.

Because Indiana's super-Volslead

## CAR MAKER IN CITY SEEKING SALES FIELD

Floyd Thompson, general manager of the Witt-Thompson Motor Company, manufacturers of the Tulsa car, is a visitor in Oakland, looking over the territory and seeking an outlet for his product in Northern California.

The Tulsa car is built in four and six-cylinder models of standard units in a large plant in Tulsa, Oklahoma. The car has been in production for five years.

Thompson has made a hurried trip through the west and will return to the factory in the near future.

The car is equipped with Herschell-Spillman motors, Salisbury rear axle assembly and Muncie transmission.

Wife—Don't try to put anything over on me, Snuggles. I saw you in the market just now. Husband—Why, bless your heart, of course you did; I killed so many rabbits I simply had to try to sell some.

dry laws make it rough for anyone caught harboring anything with a kick; it was imperative that the beer be disposed of forthwith.

This man said nothing but put the keg under a spigot and sold the goods over the bar—alcoholic contents and all—2¢ a pickle per.

And he gives his word for it that every man who drank the stuff craved about prohibition and complained of lack of authority in the drink.

### STORES IN

Los Angeles (2 stores)  
San Francisco (2 stores)  
San Diego  
Riverside  
San Bernardino  
Santa Ana  
Long Beach  
Pasadena  
Bakersfield  
Fresno  
Stockton  
San Jose

## AUTO SUPPLY HEAD-QUARTERS WESTERN AUTO SUPPLY CO.

2436 Broadway, Oakland

### STORES IN

Oakland  
Sacramento  
Seattle (2 stores)  
Bellingham  
Tacoma  
Yakima  
Walla Walla  
Spokane  
Portland  
Denver  
Phoenix  
Kansas City  
Dallas  
St. Paul  
Boise

### AUTO SUPPLIES

at Pleasing Prices

Get acquainted with "Western Auto's" remarkable values in Auto Supplies of all kinds. You can be sure of getting high grade, standard merchandise and every article is positively guaranteed to be as represented.

### TIRE VALUES SUPREME

"Western Auto" is the place where you can buy just the type of tire you want at just the price you want to pay for it. They are backed by a "Western Auto" guarantee that means what it says.

### CAMP COMFORTS COMPLETE and COMPACT

Our camping department is the most complete in the city. You not only can get just exactly what you need but the prices are consistently lower than those quoted by others.

### GET AN AUTO TENT

Besides being used for all kinds of camping trips, they are proving a big success for the beach trips where they provide an excellent place for dressing and the flap makes an excellent sunshade. You can use one on any trip, so you better buy one Monday and be prepared.

They are priced from \$5.50 to \$38.50.

### Water Bags

Many people prefer the water bag to the canteen on account of the ease of use. The bag is used for keeping contents cool. Full of water, the bag is a handy, washable type, may be carried in the trunk or on the back.

Women, Auto and the prices are:

|                      |        |
|----------------------|--------|
| 2-Gal. Regular Type  | \$1.75 |
| 2-Gal. Sanitary Type | \$1.90 |
| 2-Gal. Sanitary Type | \$2.75 |

### Folding Seatable

Enjoy your outing in full by having comfortable seats for you and your family. This folding seatable gives table and seating accommodation for four persons—\$12.50.

### Quality Canteens

High-grade sheet metal canteens in various sizes that are well made and covered with wool blanket material for keeping contents cool. Some are furnished with strap for carrying, others have holder for clamping on running board. Prices run from \$1.50 to \$6.85 for the 3 in 1 service unit.

### Auto Covers

Your car needs one this winter. Also you can make a fine dressing room for the swimming party when you need it. One of these—prices according to size and quality, \$12.50 to \$15.00.

### Genuine Johnson Windshield Wings

We have just received a large shipment of these high-class Windshield Wings and can offer them to our customers at the reasonable low price of

**\$12.50 Pair**

They fit all popular cars. Full nickel finish.

### Master Quick Action Pump

This is the most efficient, durable, high-pressure pump that is giving wonderful satisfaction. When you need it, you can get it in one minute. Let our salesman show you this pump for you.

Always ready for use and operates very easy. Made in two sizes:

|                  |        |
|------------------|--------|
| 1 1/2-in. Barrel | \$2.25 |
| 1 1/2-in. Barrel | \$2.50 |

### Back Cushion

The origin of drive-in comfort is long ago. If you are tired, we have a back cushion for you. It is made of soft, durable material and is easy to use. Price \$1.50.

### Master Quick Action Pump

Well made of low grade imitation leather. It is made in two sizes:

|                  |        |
|------------------|--------|
| 1 1/2-in. Barrel | \$2.25 |
| 1 1/2-in. Barrel | \$2.50 |

## WESTERN AUTO SUPPLY COMPANY

San Francisco, 283 Golden Gate Ave.  
Oakland 2436 Broadway

### MAIL ORDERS

If you cannot drive into our nearest store, mail your orders in. They will be filled quickly and correctly. Western Auto is a real mail order house.

# CLEVELAND SIX NOW \$1550

## The New Price Sets It Apart From Competition

Last September the Cleveland Six, with cord tires, sold for \$1915. Now it sells for \$1550.

No comparable car, either six or four, equals it for such a low price.

Built in its own big modern plant by men of long experience in the building of fine automobiles, the Cleveland is of sturdy and dependable construction. It excels in generous power and flexibility, and in its rare riding comfort. Cleveland bodies are of unusual beauty and finely finished.

See the Cleveland Before Buying Any Car

|                               |        |
|-------------------------------|--------|
| Touring Car (Five Passengers) | \$1550 |
| Roadster (Three Passengers)   | \$1550 |
| Coupe (Four Passengers)       | \$2550 |
| Sedan (Five Passengers)       | \$2650 |

Prices f. o. b. Oakland

Bosch Magneto Optional extra on all models \$45

Four-inch Cord Tires Standard Equipment  
Above prices cover delivery in Oakland and include freight and tax.

Hebrank, Hunter and Peacock Co.

3020 BROADWAY, OAKLAND  
Phone Lakeside 5100

CLEVELAND AUTOMOBILE COMPANY CLEVELAND OHIO

### TOOL KIT



Making minor adjustments and repairs on your car is a breeze if you have a good kit of tools. They soon pay for themselves on one or two odd jobs. Come in and see our many styles at money-saving prices.

### JACKS



You are not safe driving with a jack that you know will work when you need it. You have just the type you need. Price from \$1.25 to \$4.75.

### STORAGE BATTERIES



Do you know that "Western Auto" carries Storage Batteries? We carry a variety of a strictly high grade battery throughout the west with a "Western Auto" quality battery for much less than other houses get for a battery of the same quality.

PARTIAL PRICE LIST

| Brand    | Price   | Brand      | Price   |
|----------|---------|------------|---------|
| Relch    | \$28.00 | Huppelberg | \$27.95 |
| Chrysler | \$27.50 | Yash       | \$27.95 |
| Dodge    | \$26.00 | Oakland    | \$27.95 |
| Hudson   | \$25.00 | Standard   | \$28.00 |

Prices for other cars in proportion

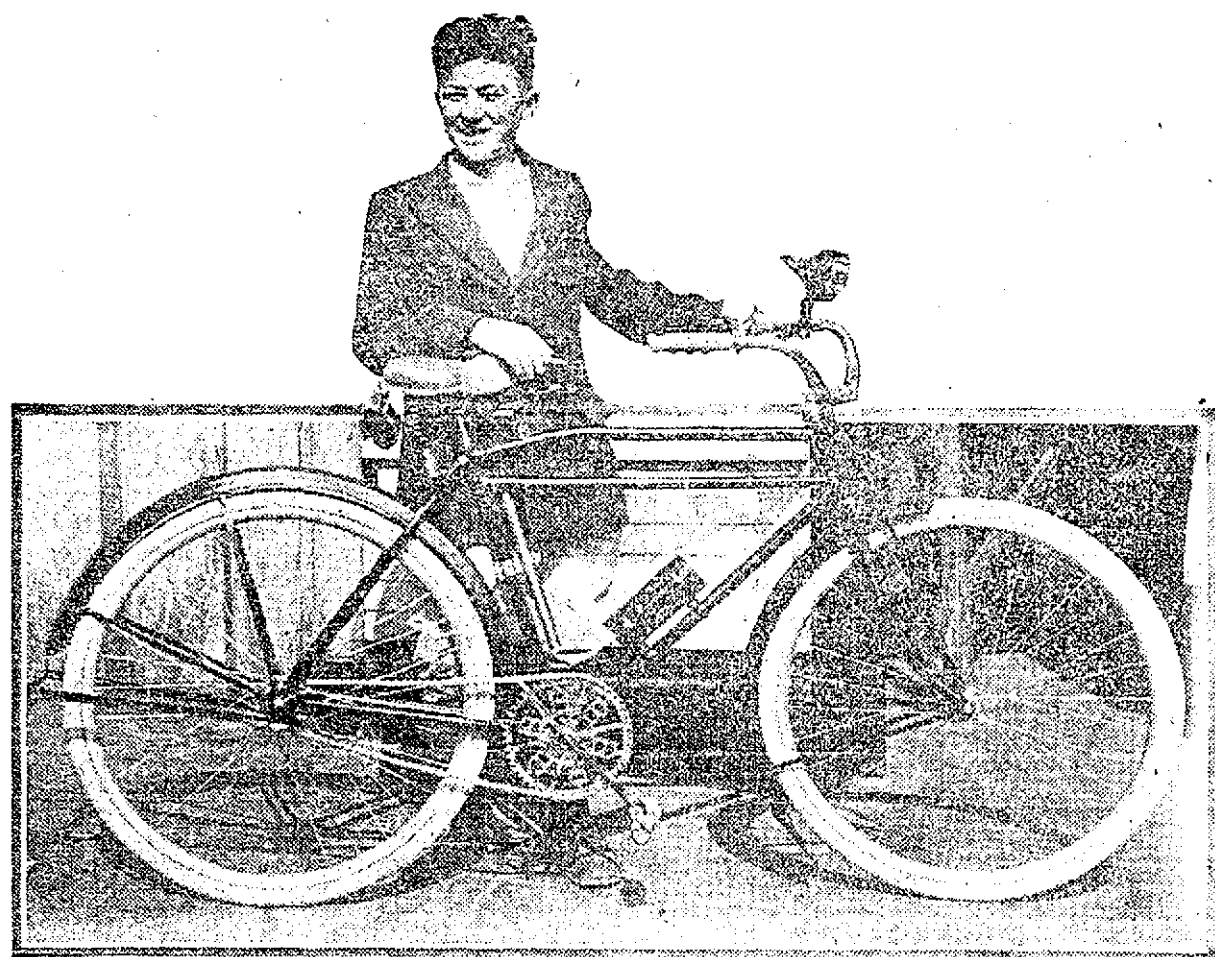






# A Few More Winners

## They All Say "IT'S EASY"



JACOB DANGOTT  
903 Kirkham St., Oakland



ALICE ALTIZER  
424 10th St., Antioch



FRANK MARSHALL  
346 Henry Street, Oakland

JACK MURPHY  
833 Kirkham Street, Oakland

ARTHUR SENINA  
1538 Walnut Street, Alameda

*In addition to the above pictures these winners have already qualified:*

MANUEL SILVERIA, 1882 5th St., Oakland  
VERNON WOSNACK, 5375 Princeton St., Melrose  
VERNON COULTER, 9427 Plymouth St., Elmhurst  
HENRY PENNING, Mira Vista Dist., Richmond

JOHN PAUL BOCA, 1825 Channing Way, Berkeley  
EVERETT PARSLow, 1818 Lafayette St., Alameda  
GEO. (Bunny) SWIFT, 920 Smith St., Martinez  
FRANK ROLAND, 910 Ohio St., Richmond

LAWRENCE HAWES, 4442 Vine St., San Jose

Many others are practically "over the top" and there will be a steady procession of boys and girls into the Tribune office for their Black Beauty Bicycles.

These successful boys and girls have "back-bones"—not "wish-bones." As soon as they noticed the liberal announcement of the Oakland Tribune for FREE BLACK BEAUTY BICYCLES they got busy and found it was easy to convince only 25 of their friends that the Oakland Tribune is the BEST newspaper in California and secured their signatures, agreeing to take the Oakland Tribune at the regular rate of 85c a month delivered. This price includes the big Sunday Tribune without extra cost.

The Oakland Tribune Offers One of These Famous \$65.00 Black Beauty Bicycles Free to Every Boy and Girl in California

IF YOU DO NOT GET YOURS IT WILL BE YOUR OWN FAULT. Ask any of the boys or girls whose pictures appear on this page. They will tell you how easy it is to get a Black Beauty Bicycle FREE through the Oakland Tribune Offer.

TAKE ADVANTAGE OF THE MOST LIBERAL OFFER EVER MADE BY ANY NEWSPAPER

## Simply Get 25 Friends to Agree to Take the OAKLAND TRIBUNE

*at the regular rate of 85c a month, delivered---this price includes the Big Sunday Edition*

Pay No Money---Collect No Money--For Full Information Call at Once, or Send in the Coupon (if you live out of town)

### The Black Beauty Bicycle

*leads the world as the best built, most serviceable bicycle obtainable. Completely equipped--all ready to jump on and pedal away*

Every bicycle guaranteed for five years.

Six months insurance policy to protect your wheel.

—AND LOOK AT SOME OF THE SPECIAL FEATURES ON THE BLACK BEAUTY—NOT ON ANY OTHER WHEEL—

Electric Delta Headlight.

Tool and Battery Tank.

Tires—Firestone blue top with white side wall.

High Compression Pump.

Coaster Brake—Latest New Departure model.

Saddle—Black Beauty motorbike No. 2 special.

Handle Bars—Kelly made motor bike type.

Grips—Special rubber finger grips, they fit the fingers

Mud Guards—Large drop side mud guards with double braces.

Pedals—Black Beauty rubber motor bike pedals—oil and dustproof.

Six Months Free Repair Service at local agent of Black Beauty Bicycle.

The Haverford Cycle Co. make their own bicycle—the Black Beauty—and stand behind every guarantee.

### COUPON

(For use of out-of-town people only)

OAKLAND TRIBUNE,  
Black Beauty Bicycle Dept.,  
Oakland, Calif.

Tell me how to get the \$65 Black Beauty Bicycle FREE, without paying or collecting any money.

Name .....

Street address..... City.....

Boy or girl..... Age.....

Parent's name .....

Telephone Number.....

BLACK BEAUTY  
BICYCLE DEPARTMENT

Oakland Tribune

13TH AND FRANKLIN STS.  
OAKLAND



# OAKLAND TRIBUNE

Magazine Section July 24 1921

## The Hooch Cane

By Brenda Ueland



"Oh, Lord, Papa! Can't you see ANYTHING? I told you again and AGAIN that if I don't go to New York right away I might as well not go a TALL!"

—Drawing by Everett Shinn.

IT was the most unpleasant moment of their easy-going and affectionate lives. The daughter was the only cool one. With her legs swinging over the arm of her chair, she told them why it was necessary for her to go, answering their objections with scathing impatience.

Poor, jolly Mrs. Seagog was pale with a resolution to be firm with Florence for ONCE if never again; but at the climax of the scene the harshness of her own voice as it issued from her mouth and filled the room with an unfamiliar, emotional loudness frightened her. It stimulated a nightmare—Florence defiant in a big city, refusing her father and her Aunt Katie and her

Uncle Ed and her Cousin Sarah and her Aunt Minna, and all the others who came to plead, ever to come home \*\*\* ever to see her mother again!

Her father was already weakening and offering compromises.

"Listen, Candy. How would this be? Wait till Elmer comes, and then you can go to New York. I think you owe it to mamma to stay until Elmer comes \*\*\*"

His daughter never cried. She had a swaggering scorn for tears. It was only on occasions like this, when her parents seemed absolutely incapable

(Continued (Page Two))

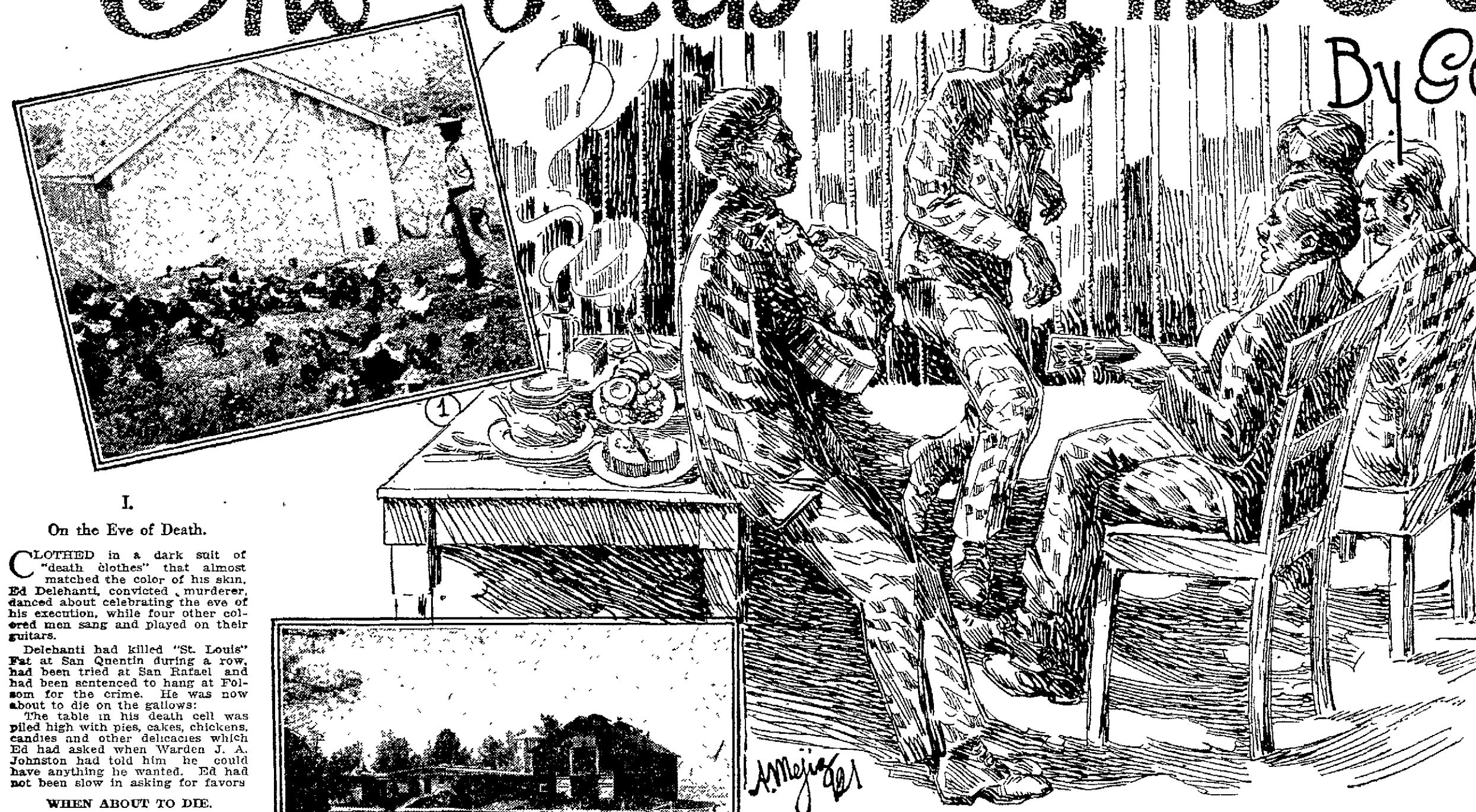






# The Feast of the Gallows

By George C. Henderson



## On the Eve of Death.

CLOTHED in a dark suit of "death clothes" that almost matched the color of his skin, Ed Delephant, convicted murderer, danced about celebrating the eve of his execution, while four other colored men sang and played on their guitars.

Delephant had killed "St. Louis" Pat at San Quentin during a row, had been tried at San Rafael and had been sentenced to hang at Folsom for the crime. He was now about to die on the gallows.

The table in his death cell was piled high with pies, cakes, chickens, candies and other delicacies which Ed had asked when Warden J. A. Johnston had told him he could have anything he wanted. Ed had not been slow in asking for favors.

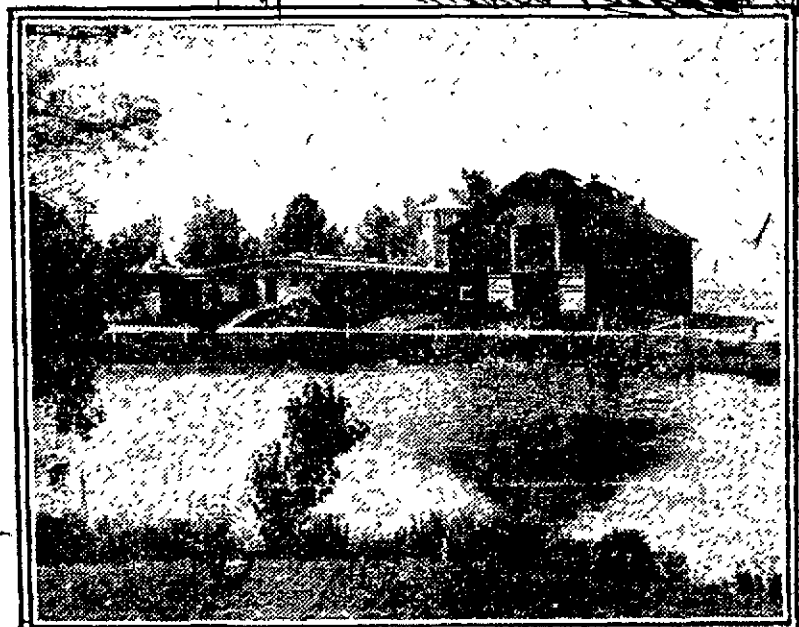
## WHEN ABOUT TO DIE.

"Bring me four niggahs to play de banjo. Fetch on yo chicken and chocolate cake and bring me a wahtermelon so big I can hide mah head in it." This was the substance of Delephant's demands.

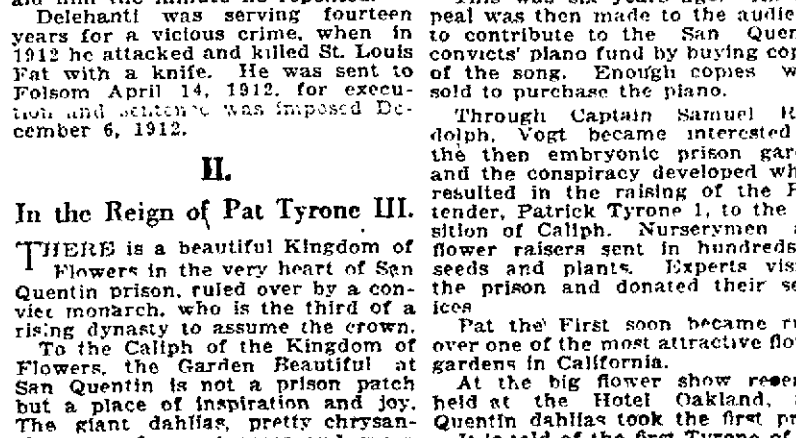
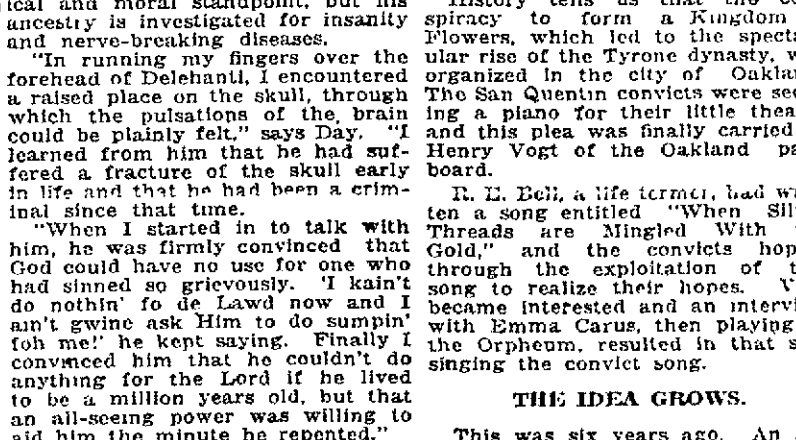
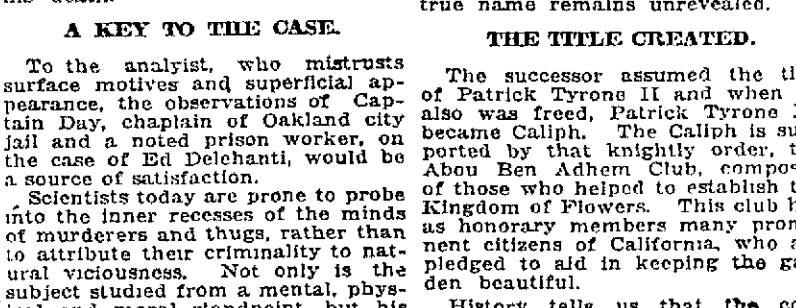
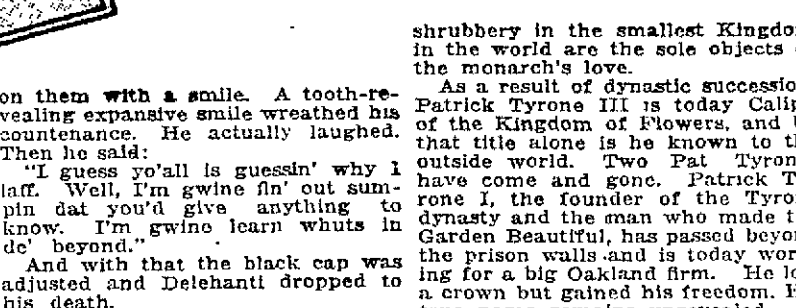
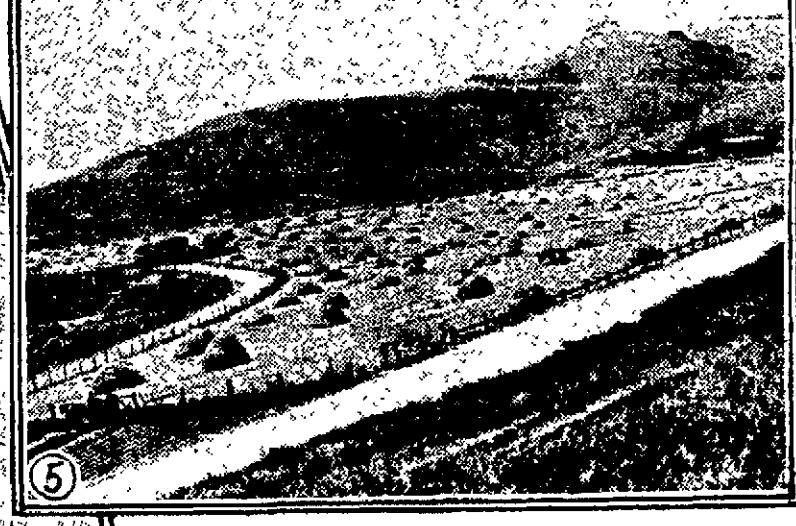
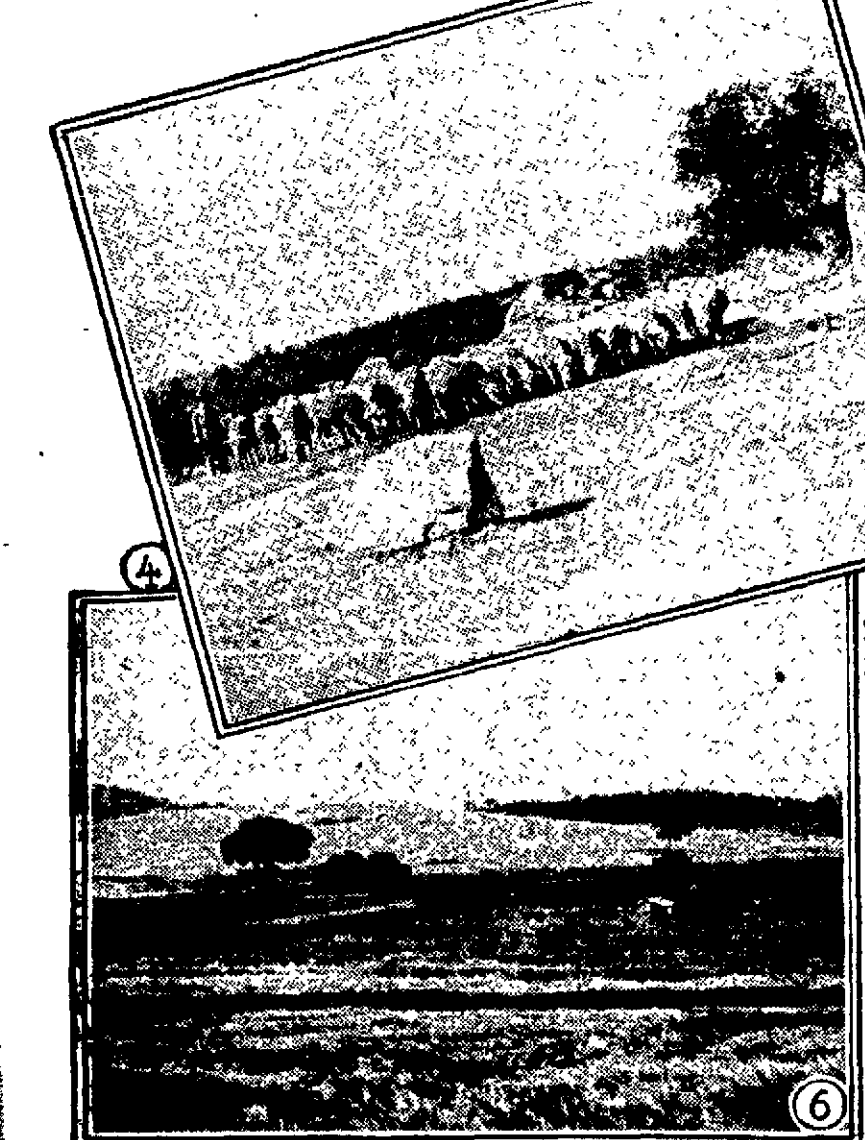
As the "feast of the gallows" proceeded, the big negro sobbed down and 8 o'clock found him huddled moodily on a chair, dreading all attempts at entertainment. The shadows of death, hovering over his head, had pierced chilly to his heart.

Delephant finally lifted his head and asked to see Warden Johnston. The warden came in presently.

"I asks one mo' favah," he pleaded slowly.



Above—Ed. Delephant. 1—Folsom poultry yard. 2—Folsom cattle on range. 3—Dairy plant, Folsom. 4—A convict sheep-herder. 5—A corner of San Quentin farm. 6—Folsom prison grain fields.



"Well, Ed, what is it?" returned the Warden patiently.

"I don't want to eat dis hyar chicken, Warden. I don't want dis cake and pie. I asks you to gib dese to them foh niggahs. Dey ain't gwine get no chicken an' cake foh a long time."

"Certainly, that's all right, Ed. They can take the stuff to their cells when they go," assented the Warden. "Is there anything more I can do for you?"

"They's one mo' favah dat I'sa gwine ask foh," continued Delephant, hesitating.

The Warden looked at Captain W. I. Day, the chaplain, with a pitted expression on his face and nodded his assent.

"Yes, yes Ed. Spit it out. What is it?"

"I'se hankerin' to dance a jig on de gallows."

Consternation lit up the faces of the Warden and Rev. Day. Hanging a man is one of the most serious duties to which another human being can be called. For the victim in the case to ask for the privilege of dancing a jig at his own execution—well, it appeared, sacrilegious even to those men, accustomed to the vagaries of the convict mind.

"I just feels like dancing a jig," urged Ed, stubbornly, as he saw refusal written on the Warden's face. "Dis is gwine to be my execution and de only one I'se ever had and dey ain't gwine be no wallin' an' nothin' o' de teeth."

"Well, you get a good sleep to night, Ed," the Warden evaded, "and

if you feel the same way about it tomorrow, let me know."

At nine o'clock the bugler sounded taps. The solemn notes of the instrument accentuated the horror of the scene. The convicted entertainers picked up the remnants of the feast and fled away with lugubrious expressions of farewell.

The condemned man was left alone with Chaplain Day.

During the long hours of the night, Day talked with the man who was to hang. Finally Delephant admitted that he was willing to rely upon a "higher power" and confessed that a "short prayer" which he uttered, had greatly fortified him.

## IN THE MORNING.

A short time before the hanging was to take place, Johnston came to the death cell to have a last talk with Delephant.

"Do you still want to dance a jig?" the Warden asked, much surprised at the changed attitude of the slayer.

"No, Warden," rejoined Delephant. "That wouldn't be no ways fitten foh me to dance at mah own funeral. But Warden, if ah could make a speech—befoh dey hangs me—"

"Sure, Ed," interrupted Johnston. "Yo' can say a few words."

Very few people witnessed the hanging of Ed Delephant, the slayer of St. Louis Pat. But the few who were there got a rare thrill when the big negro placed his feet firmly on the trap and then looked down

on them with a smile. A tooth-revealing expansive smile wreathed his countenance. He actually laughed. Then he said:

"I guess yo'all is guessin' why I laff. Well, I'm gwine fin' out sumpin dat yo'd give anything to know. I'm gwine learn whuts in de beyond."

And with that the black cap was adjusted and Delephant dropped to his death.

## A KEY TO THE CASE.

To the analyst, who mistrusts surface motives and superficial appearance, the observations of Captain Day, chaplain of Oakland city jail and a noted prison worker, on the case of Ed Delephant, would be a source of satisfaction.

Scientists today are prone to probe the inner recesses of the mind of murderers and thugs, rather than to attribute their criminality to natural viciousness. Not only is the subject studied from a mental, physical and moral standpoint, but his ancestry is investigated for insanity and nerve-breaking diseases.

Delephant was serving fourteen years for a vicious crime, when in 1912 he attacked and killed St. Louis Pat with a knife. He was sent to Folsom April 14, 1912, for execution and sentence was imposed December 6, 1912.

## II.

### In the Reign of Pat Tyrone III.

THERE is a beautiful Kingdom of Flowers in the very heart of San Quentin prison, ruled over by a convict monarch, who is the third of a rising dynasty to assume the crown.

To the Caliph of the Kingdom of Flowers, the Garden Beautiful at San Quentin is not a prison patch but a place of inspiration and joy. The giant dahlias, pretty chrysanthemums, fragrant roses and green

shrubbery in the smallest Kingdom of the world are the sole objects of the monarch's love.

As a result of dynastic succession, Patrick Tyrone III is today Caliph of the Kingdom of Flowers. He is that title alone is he known to the outside world. Two Pat Tyrone have come and gone. Patrick Tyrone I, the founder of the dynasty, was a convict who helped to establish the Garden Beautiful, has passed beyond the prison walls and is today working this big Oakland farm. His son, a crown but gained his freedom. His true name remains unrevealed.

## THE TITLE CREATED.

The successor assumed the title of Patrick Tyrone II and when he also was freed, Patrick Tyrone III became Caliph. The Caliph is supported by that knightly order, the Abou Ben Adhem Club, composed of those who helped to establish the Kingdom of Flowers. This club has as honorary members many prominent citizens of California, who are pledged to aid in keeping the garden beautiful.

History tells us that the conspiracy to form a Kingdom of Flowers, which led to the spectacular rise of the Tyrone dynasty, was organized in the city of Oakland. The San Quentin convicts were seeking a piano for their little theater and this plea was finally carried to Henry Vogt of the Oakland park board.

R. L. Bell, a life termer, had written a song entitled "When Silver Threads are Mingled With the Gold," and the convicts hoped, through the exploitation of this song to realize their hopes. Vogt became interested in the interview with Emma Carus, then playing at the Orpheum, resulted in that star singing the convict song.

## THE IDEA GROWS.

This was six years ago. An appeal was made to the audience to contribute to the San Quentin convicts' piano fund by buying copies of the song. Enough copies were sold to purchase the piano.

Through Captain Samuel Randolph, Vogt became interested in the then embryonic prison garden and the conspiracy developed which resulted in the raising of the President, Patrick Tyrone I, to the position of Caliph. Nurserymen and flower raisers sent in hundreds of seeds and plants. Experts visited the prison and donated their services.

Pat the First soon became ruler over one of the most attractive flower gardens in California. At the big flower show recently held at the Hotel Oakland, San Quentin dahlias took the first prize. It is told of the first Tyrone of the

present ruling house, that he worked until late at night in the Kingdom of Flowers and that he even picked the insects off his beloved plants one at a time to save the garden from pest infection.

Why the name of Pat Tyrone was adopted by the first gardener still remains a mystery.

## MUSIC FOR PRISONERS.

But the creation of a prison Kingdom of Flowers has not been the only result of the writing of the song, "When Silver Threads are Mingled With the Gold." This song started the custom with the Oakland Municipal Band of visiting the prison at the close of each season. For five years the concert of the Oakland band at San Quentin has been a stellar event in the lives of prisoners.

Since writing the first song Bell has composed the music for another entitled "Goodnight, Sweetheart" and two other convicts, J. E. Gilligan and D. G. Gallur, have written the words.

It is impossible adequately to describe the San Quentin "Garden Beautiful." It represents a wealth of color and natural splendor that the pen is helpless to depict. The effect of this colorful spot, contrasted with the drab concrete prison walls and steel locked jails, is said to have changed the spirit of prisoners wonderfully.

The male convicts are permitted to walk through the garden, and the sheds under which they loaf during recreation hours are within full view of the Kingdom of the Tyrone.

## III.

### Stage Shows at San Quentin

WHILE he was at San Quentin, Delephant made quite a name of himself through participation as a minstrel in the semi-annual shows that were formerly put on by the convicts. While the convicts did not have a very good voice he was a good dancer for the minstrels that he participated in every stage success put on by the prisoners.

As long ago as 1900 the inmates of the prison were privileged to witness what was known as the "Semi-Annual Shows." These shows were organized with all the care that is exercised in the preparation of outside theatricals and regular costumes, scenery and other paraphernalia was imported or constructed for the events.

In the earlier days the star performer was Jimmie Bojerle, who could make a hit in any role from a song and dance artist to leading man in a drama. Later a new star appeared in the person of Elmer Booth, a female impersonator. The "caged" men and women today will tell you that Booth, despite his striped suit, was greater than Julian Ellings. Booth was a three-time loser.

Then there was Simpson, who made convict stories popular through his recitals and impersonations of the "Hanging of John McCullough." Simpson also was a three-time loser.

## A MASTER OF COMEDY.

Paddy McMillan is touted by the "cons" as the greatest little comedian of his day. During the period of his incarceration he took part in every show. When his time was up at San Quentin an officer from an Eastern penitentiary was at the gate to greet him with a pair of handcuffs. He was taken East to a prison from which he had escaped.

Enrico Ortiz, the Spanish dancer from the Royal Theater, Madrid, Spain, who had danced before the king and queen of Spain, became a permanent boarder at San Quentin because of an affair with a girl and immediately converted into the midst of the "semi-annual."

Herbert Rhephold, an accomplished violinist, was always called upon for solos. He was a trusty in the warden's office and in 1912 he made his escape by pulling out the plug that controlled the

lighting system of the entire prison. After pulling the plug, he put on a hat and scarf belonging to one of the prison directors and walked down the garden walk in front of the main gate of the prison, waited out into the mud flats, threw the plug away and then followed the beach line. Nine days later his body was found floating opposite the hog ranch by a guard and was positively identified by the peculiar tattoo marks on his chest, his gold teeth and the prison numbers on his socks.

The theory was advanced that he tried to walk around the sharp rocky point below the prison, had missed his footing and, hitting his head on a rock, had sunk while unconscious. He had only four months to do when he tried to escape.

Rhephold was known as the "perfume burglar," as he had a penchant for stealing perfumes of rare quality. It was through the trail of perfume that he was captured and convicted in the first place.

Early in the history of the semi-annual show the women inmates were also allowed the privilege of taking an active part. Florence Richardson starred in the role of a songstress for two seasons. She made her name in prison theatrical history, introducing what

was at that time the big hit in the Los Angeles line—"The Trial of the Lonesome Pine."

These shows continued semi-annually on the fourth of July and New Year's day until the present administration took charge.

The shows had been conducted by the convict "inner ring." No matter how talented a convict might be he had no chance of appearing unless he belonged to the political ring in power.

There was a guard present at all rehearsals, but he had nothing to say. His duty was merely to preserve peace.

Shortly after Warden J. A. Johnston took charge he decided to abolish the convict theatricals. The two reasons for this action were that they created animosity among the prisoners who were discriminated against and that the warden found he could bring in a theatrical troupe from San Francisco, without cost, that was better appreciated.

The semi-annual show given by convict-artists and felon-managers has been supplanted by an annual New Year's day entertainment staged

by the prisoners. The new show is a number of recommendations to the Board of Prison Directors in which he asks that prisoners be allowed to earn money to send to their families outside the wall.

Johnston says:

"Since the passage of the act of the Legislature in 1915, providing for road building by inmates of the prison, with the co-operation of the Board of Prison Directors and the Highway Commissioners, 340 men have been sent from San Quentin to camps in Mendocino and Humboldt counties, and while it has been necessary to return some to the prison because of inability or failure to do the required work or for other causes, the number who have been discharged to camps has been very small and most of the men have responded in fine fashion, doing good work for the state and earning by their work, time deductions from their sentences. The Highway Commissioners and Engineers pronounce the work of the prisoners who have been discharged to camps very satisfactory, and from the prison standpoint, it has been very gratifying. During the biennium there were only nine escapes and attempts to escape of which number five were returned to the prison and only four remain at large."

As a result of my experience, seeing men coming into the prison, seeing them again as they go out, and observing the results of the parole system, I believe that the best service that can be rendered to any man with term expiring and about to leave the prison, is to provide him with employment. Releasing in the expiration of their terms and placing men in employment at time of release. Under this plan men are interviewed several months prior to the expiration of their terms and correspondence is initiated with employers of labor which often results in the securing of jobs to which the men may go when their terms expire. In this connection I am pleased to state that there is a growing willingness on the

part of the employers of labor to help in this work by providing employment for discharged men and giving them a helping hand on the road up hill.

To be efficient and resultful, prison discipline, by which I mean our system of treatment and training, instruction and correction of those who are placed in our charge, should be based upon thoroughgoing knowledge of the individual's limitations as well as his capacity for growth and development; therefore I favor and recommend that we develop our present system of receiving treatment of inmates by creating a psychological department so that all newcomers may be mentally tested.

"My endeavor is to make our shops and factories practically self-sufficient so that along with the performance of necessary labor, there should also be considered the training of the inmate in such a manner so as to fit him to take a useful place in the world when he is released. In my study of the prison industries and the general question of prison labor, I have become more and more firmly convinced with each passing day's experience that we should arrange our industries upon a plan that would first require the inmates to do the amount of labor necessary for their own support, after which there should be placed before them the incentive to earn money for themselves. Such a plan would be humanitarian, because it places before the prisoner an opportunity to earn money that he could use for the support of his loved ones or save until the expiration of his term, then to be used by him in making a proper start along right lines, and would be in line with good business and efficiency in industry. I have given this question a good deal of thought, and I have recommended it several times heretofore, and I now earnestly renew the recommendation and ask you to give it serious consideration."

Warden Smith continues: "The Duroc Jersey breed of swine we are raising has produced more and better pigs than any other breed handled on the ranch. We sold 165 and slaughtered 133 head for the prison, making about 6000 pounds of ham, bacon and salt pork. A concrete smokehouse has been built with a capacity of 2000 pounds.

"The flock of 69 sheep are all thoroughbred Merino and in prime condition. Seventeen head were slaughtered for use of the officers and guards' mess.

"The farm has made a much better showing in all productions than any raising has produced in the past. The productive value exceeding the operating expenditures by \$567, a saving of this amount to the institution."

Following is a table, indicating the farm production at San Quentin for the fiscal year ending June 30, 1913.

Product—Quantity—Value—

Beef, calves, hogs, chickens, turkeys, ducks, geese, rabbits, etc.

Vegetables, berries, fruit, etc.

Flowers, etc.

Stock, etc.

Tools, etc.

Other, etc.

Total, etc.

Value, etc.

Quantity, etc.

Value, etc.

Quantity, etc.

by some San Francisco theatrical company.

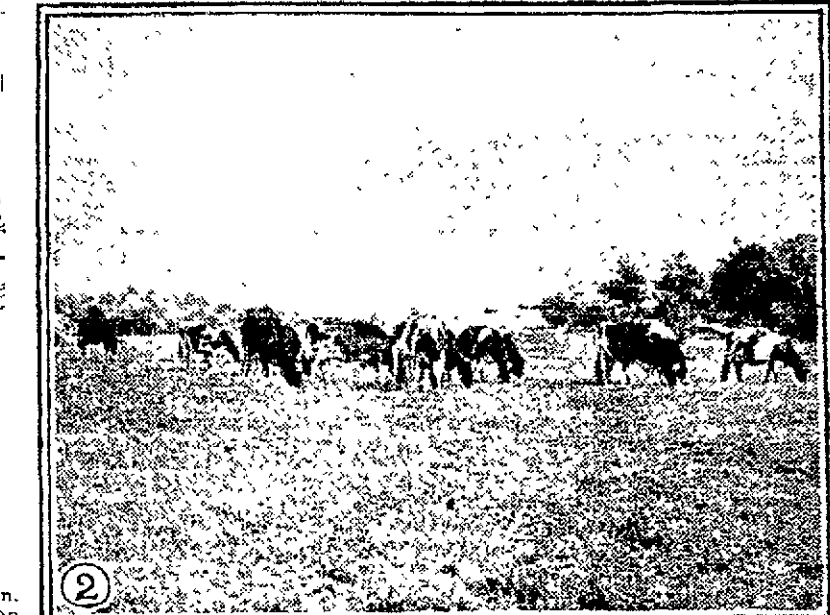
This annual show is now supplemented by moving picture entertainments given at the San Quentin prison playhouse every Saturday and Sunday, afternoon and on principal holidays at which the musical interpretations are provided by the San Quentin orchestra of twenty pieces.

## IV.

### Convict Farmers

THE enthusiasm, the interest and the genuine care that the convicted felons exhibit in their work on the prison farms at San Quentin and Folsom is as unexplainable to the prison official who comes in contact with these men daily as it is to the casual visitor.

Men seem to have an affinity with the raw earth and it may be this



attraction that causes the convict farmers to become their own jailors and remain prisoners, although not guarded by armed sentinel or restrained by concrete walls.

California's prison farms are operated on the "honor" system. Men who can be trusted are selected and are sent outside the walls to work in the gardens, to harvest crops, make hay and look after the chickens, ducks, hogs, turkeys, sheep, horses and cows. Some of these do not return to the prison for days, but sleep in houses on the farm itself.

They are on "honor." There are no guards to watch them. Occasionally one of them violates this honor, but very seldom. They have all the freedom that is granted to the average "hired hand" on the farm except that they cannot go to town and they receive no pay for their services.

To get on the farm detail is no easy matter. Only those who are known to be trustworthy are thus permitted outside the walled grounds. Because neither the San Quentin nor the Folsom farm has high-grade soil and because of the small size, it is impossible at the present time to raise sufficient foodstuffs, grain, milk, meat and eggs to constitute a self-supporting institution. The land at both prisons is somewhat lacking in fertility.

For the last few years convicts have been engaged in clearing land in the one-time rocky wilderness that is now Folsom penitentiary. They have now planted 24 head and 12 young heifers. The very latest method of chicken culture is in vogue, while the great barnyard and grazing pasture boasts some prize cows and bulls.

Three hundred laying hens have produced 52,110 eggs, an average of 174.7 eggs per hen per year, and following the construction of houses on the weed system. More than 1000 White Leghorn baby chicks were purchased in April, 1912, and 87 per cent of these were raised in the electric brooder house lately constructed. There were hatched 372 young turkeys of the Bronze and White Holland breeds, 70 per cent of this batch being raised.

The purchase of a thoroughbred Holstein bull and twelve cows has meant an improvement in the herd, which now averages 24 head and 12 young heifers. Warden J. J. Smith declares in his report. Enough milk and butter for use at Folsom and a surplus of butter sold to San Quentin has been produced. The orchard also produced 3½ tons (dried) of apricots, peaches and prunes.

Warden Smith continues: "The Duroc Jersey breed of swine we are raising has produced more and better pigs than any other breed handled on the ranch. We sold 165 and slaughtered 133 head for the prison, making about 6000 pounds of ham, bacon and salt pork. A concrete smokehouse has been built with a capacity of 2000 pounds.

"The flock of 69 sheep are all thoroughbred Merino and in prime condition. Seventeen head were slaughtered for use of the officers and guards' mess.

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Vegetables, berries, fruit, etc.

Flowers, etc.

Stock, etc.

Tools, etc.

Other, etc.

Total, etc.



# Mystic Isles of the South Seas

By Frederick O'Brien

More about the Tiare Hotel and Lovaina—  
The Parc de Bougainville—  
Ivan Stroganoff—  
He Tells Me the History of Tahiti—  
He Berates the Tahitians—  
Wants Me to Start a Newspaper.

(Continued From Last Sunday)

When a steamship was in port the Tiare was a hubbub. Perhaps forty or even a hundred extra patrons came for meals or drinks. It was amusing to hear their uncomprehending anger at their failure to obtain quick service or even a smile by their accustomed manner toward dark people. The British, who were the majority of the travelers, have a cold, autocratic attitude toward all who wait upon them, but especially toward those of the colored races. In Tahiti they suffered utter dismay, because Tahitians know no servitude and pay no attention to sharp words.

I saw a red-faced woman giving an order for aperitifs to To Sen, the Chinese waiter.

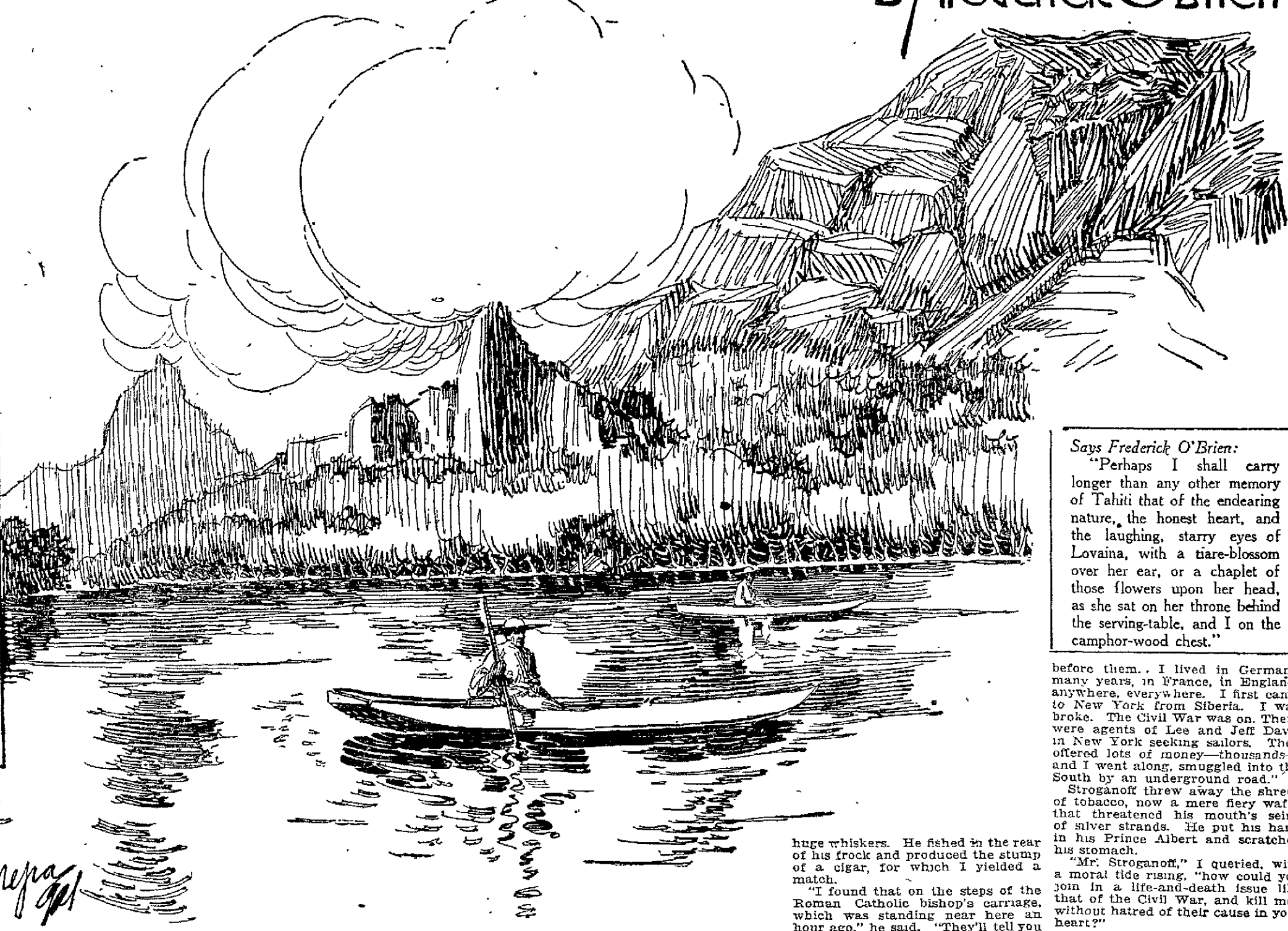
"Two old-fashioned gin cocktails," she iterated. "You save, gin and blitters? Be sure it's Angostura, and lemon and soda, and two Manhattans with me whisky. Hurry along now! Old-fashioned, remember!"

In ten minutes Temanu came for the order. To Sen knew no English, and Temanu only, "Tais, ma darlene," and "Wahamabel!"

"Out, out!" said the red-faced lady. "Dooze cocktail! Vous savez cocktail, a la mode des anciens? Gin, on dash blitter, lem' et soda!"

"Tais, madame, dooze cocktail!" and the half-caste Chinese girl held up all her fingers and added two more. "Vous n'etes que quatre jell!"

Quatre cocktails, nest-oe pas?" "Dooze gin, dooze Manhattan? My heavens! They ought to understand my French in this out-of-the-way place when they do in Paris. Listen! Dooze is two in French," and she



Says Frederick O'Brien:

"Perhaps I shall carry longer than any other memory of Tahiti that of the endearing nature, the honest heart, and the laughing, stary eyes of Lovaina, with a tiare-blossom over her ear, or a chaplet of those flowers upon her head, as she sat on her throne behind the serving-table, and I on the camphor-wood chest."

before them. I lived in Germany many years, in France, in England, anywhere, everywhere. I first came to New York from Siberia. I was broke. The Civil War was on. There were agents of Lee and Jeff Davis in New York seeking sailors. They offered lots of money—thousands—and I went along, smuggled into the South by an underground road. Stroganoff threw away the shreds of tobacco, now a mere fiery water that threatened his mouth's seine of silver strands. He put his hand in his Pringle Albert and scratched his stomach.

"My dear young American," he replied, "you join anything, even a sherris's posse, into which you are dragged, and have a bullet from the other side slit your ear, or round shot bang against your deck, and you'll soon convince yourself that you're in the right, or, anyway, that your adversary is a scoundrel. I handled a gun on the Merrimack, Hampton Roads when that cheese-box of a Monitor rattled her solid shot on our slippery sides. I was upon the Russian prison, and I was two years in that damned un-Clay War, and as I started on the Southern side, I stayed on it. I left the navy to go with John Mosby and to be a partisan. When the war was over, and I returned from over, I wound, I went to Frisco and crossed to Siberia, and thus back to Moscow. No, I never was an exile in Siberia or in a Russian prison. I know and have worked for the leaders of the nihilists. I was with them till I knew them, and then I saw they were fish and fakers. I knew the socialist chiefs in France and Germany, the fathers of the present movement there. I was red-hot for the cause until I knew them, and I quit."

"I'm all but eighty years old," the ruler of the '60's continued sorrowfully. "I work now for Chinese, preparing their mail, their custom-house like a watch-dog, and I scrape along like a water-dog in a sausage factory, getting sufficient to eat but fearful all the time that the job will kill me. Most of the time I live a few kilometers from Papeete, toward Papeete, and I come to town about once a month. I sleep in the chicken coop or anywhere. I make about forty francs a month." He stamped his foot. "Take it if you are a journalist, and do you know, what is needed here most is publicity. Grant permeates the whole scheme. And you, there are no secrets. You could not wish to be a co-conspirator but that the French would know it tomorrow. Start a newspaper."

"In what language?" I demanded, interested.

"Huh? That's it. If in French, only the French would read it; and in Tahitian, the French won't touch it; and in English, I know here only by the Chinese and the few British and Americans here. I hate that Tahitian. I don't know a word you will, Roney, even if you stand around. I liked him for many things; but, after all, the old order must stand, and Root is the boy for me. This fellow Wilson is a regular pedagogue."

"But they have newspapers here?" I asked.

"Newspapers? They call them that."

He stood up and searched in the pockets of his voluminous coat, which he opened. I saw that the lining was of silk, but now worn and torn. He brought out a roll of paper.

"Here is 'La Tribune de Tahiti,'" he said. "It is edited by Jean Delip, the lawyer whose offices are next to the Bellevue restaurant. It's a paper published in San Francisco, and has a brief summary of the world events, besides articles on the administrative affairs of Tahiti. It's against the government. Then there's 'Le Libéral,' a socialist journal, with Eugene Brunschwig editor, which pours hot shot into the government. Look at his announcement! Do you understand that? He is fierce. He is an anarchist and wants to be bought up. Of course, he is attacking from outside Tahiti."

Stroganoff got on his feet, rubbed his knees to limber them, and began to move off slowly toward Pape, his place of abode.

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(Continued Next Sunday)

- 1—Lovaina, the hostess of Tiare Hotel, in the garden of the inn.
- 2—A Tahiti girl dressed to receive a suitor.
- 3—The Hotel Tiare.

heart, and the laughing, stary eyes of Lovaina, with a tiare-blossom over her ear, or a chaplet of those flowers upon her head, as she sat on her throne behind the serving-table, and I on the camphor-wood chest.

## Chapter V.

In the parc de Bougainville I sat down on a bench on which was an old European. He was reading a tattered number of "Simplicissimus," and held the paper close to his watery eyes. I said, "Good morning," and he replied in fluent though accented English.

His appearance was eccentric. He was stout, and with a rough, white beard all over his face and neck, and over on his chest. He wore a frock coat and a large cow-boy hat of white felt. His sockless feet were in old baseball shoes of celstine, which were of the exact color of his coat, a dull, brown like moldy, dried peas. Apparently the coat was his only garment; but it was capacious, and came almost to his knobby knees. Missing buttons down its front were replaced by bits of cord or rope. The pockets were stuffed with papers, mangoes, and a hunk of bread. A stump of lead-pencil was stuck in his belt. His hair, a dusty white, met the frayed collar of the coat, and through the temporary gaps which he made in its length he could see his eyes, which were gnarled and mossy. His hands were grimy and his nails blackened, but there was intellect in his hunched, loosed attitude. He was not decrepit, or with a trace of humility, but had the ease of the philosopher and also his detachment. It was plain he did the best he could with his garb, and was entirely undisturbed, and perhaps even unkind, of his ludicrousness. He was as serene as Diogenes must have been, when he lay naked on the ground to chat us the horses walked willingly in five feet of salt water. We agreed that the Tahitians were as bad drivers as the Chinese, and his head bowed, and he brought me to Tahiti, and when, wanting to be as honest-spoken as he, I said, "Romance, adventure," he burst out that I was crazy.

"I have been here seventeen years," he said bitterly. "I'm Ivan Stroganoff, who was once happy as secretary to the governor of Irkutsk! I was better off when I was on the Merrimack fighting the Monitor, or with Mosby, the guerrilla, than I am in this accursed island. I think a man is mad who can leave Tahiti and stays here. I wish I could go away. I would like to die elsewhere. I am eighty years old, I start here, and I sleep in a chicken-coop in the suburbs."

"You are lodged exactly as was Charlie Stoddard, who wrote 'South Sea Idylls,'" I interposed.

"They have lied always," those writers about Tahiti," said Ivan Stroganoff. "Melville, Loti, Morenhouse, Palander, your Stevenson—I don't know that Stoddard—all are meretricious, with their pomp or words and no truth. I have comparisons to make with other nations. I am more than sixty years a traveler, and I am here seventeen years without cessation, in hell at the time."

"You Russians always like the French. How about their achievements here?" I questioned, hoping to lift his shade of melancholy.

"The French?" he repeated. "They are brigands and weak governors."

They have been in Tahiti four generations. Do you want to know how they got hold here? A monarchy, a foolish Louis, sent a marine savant and soldier named Dumont d'Urville to the South Seas with the casual orders:

"D'appropriser les hommes, et de rendre les femmes un peu plus sages." The French did both, and took all of this part of the world they could find unseized by Europe, and, unable, at not too great a shedding of French blood. They said that it was their duty to restore Temoana his kingdom in the Marquesas Islands, eight hundred miles from here, northward. Temoana had been a singer of psalms at the Protestant mission in his valley of Tai-o-hae, in the island of Nukahiva, a victim of shanghaied, a cock on a whaler, a tattooed man in English penny shoes, a repatriate, a protégé of the Catholic archbishop of the Marquesas, and finally, through the influence of the Roman church, a king. He worked damned hard for the French flag and the church, and the generous colonial bureau of France paid his widow a pension of ten dollars a month until she died of melancholy among the nuns. I knew her and I know men who knew him. He was given a gorgeous uniform of gold lace by his promoters, which I think killed him, though when he sweated, he would strip to his handsomely marked skin and sit naked in the breeze. The queen never wore more than a diaper or a gown.

With the Marquesas came Tahiti, the French warships came to Tahiti. French Catholic priests had been deported from here because the Protestants were already in possession, and the Protestants were children of Beelzebub, and taught false doctrines and morals. The Queen of Tahiti, whose dynasty the Protestant missionaries had ousted, advised the queen to seek a heathen people not already worshipping the true God. The zealous priests who had come with explicit commands to found a mission in Tahiti, launched the curse of Rome upon the king, the Protestant ministers, and especially upon Mr. Pritchard, the British consul and the queen's physician and spiritual adviser.

"Pritchard had the interests of England and the Lord at heart, and his whippers in the queen's ear sent the earnest priests aboard a ship bound for a distant port. They guns, and the French admiral then arrived and pointed his guns at the palace and the Protestant mission, and demanded thirty thousand dollars for the insult to the French flag, and for the jibe at the pope, the matching of every Protestant church in the islands by a Catholic edifice. The queen had a panic and then Moorea in a canoe, and then then Constable Pritchard in jail for ten days, and after chastening his mood, put him on an English ship at sea, and he was never seen again."

"Then they took all the other islands around here that England didn't have, declared Tahiti had to be a protectorate in 1842, and in 1880 gave King Pomare Fifth twelve thousand dollars a year to let them annex his kingdom. You see, after all, his crown was made by the British puritans, and taken from him by the French or Romish Church."

The aged Russian laughed in his

tantrum, women patrons afraid of his possible actions and men threatening to club him into a mild frame of mind. I doubt if any one there could have subdued him physically, for he was a thick-bodied man in his thirties, with a staminal and a strength incredibly developed. I had seen him once lift over a fence a barrel of flour, two hundred pounds in weight, and without full effort. His skin was very dark, his facial expression one of ire and frustration, but of conscious superiority to all about him. He had had no aids to overcome his natural infirmity of deafness and consequent dumbness, none of the educational assistance modern science lends these unfortunate, no finger alphabet, or even another infirmity for sympathy. He was like the mutes of history, of courts and romances, condemned to suffer in silence the humor and intent of all about him, though he felt himself better than they in body and in the understanding of things which he could not make them know. This representation of him often like a wild beast, though mostly he was half-clown and half-infant in his conduct. He had a gift of mimicry inferior, comparably finer, than any professional I know of. This, with his gestures, stood him instead of speech. A certain haughty English woman whose elaborate hula in an island where women were hairless, or wore simple native weaves were noted atrocities, and whose chin was almost all, kept the carriage and me waiting for breakfast while she pumped in her lodging. The dummy uttered one of his abortive sounds, much like that of an angry puma, conformed his face, and put his hand above his head, so that I had a very vivid suggestion of the lady's hair sloping chin and her hat, at which all Papeete laughed. Vava's gesticulations and grimaces were unvarying cartoons without paper or ink. If one could have seen him draw oneself, one's pride would have tumbled. He saw the most ridiculous aspect of one. His indication of Lovaina's figure made one shiver, and one's pride would have tumbled. He saw the most ridiculous aspect of one. His indication of Lovaina's figure made one shiver, and one's pride would have tumbled. He saw the most ridiculous aspect of one. His indication of Lovaina's figure made one shiver, and one's pride would have tumbled.

I saw her at her best when El Presidente Sarmiento, an Argentine training-ship, came to port with a hundred cadets. A madman then possessed the girls of Tahiti. Forsaking their old loves or those of the moment, they threw themselves into the arms of the visitors, determined on conquest. The quays where the launches of the Sarmiento landed their passengers, and the streets about the saloons, restaurants, and theaters were thronged with the girls and aged girls of the island. They poured in from the country to share in the love-making. The cafes were filled with dancing and singing crowds, the volatile Argentinians matching the Tahitians in abandon and ardor. Accordions, violins, guitars, and the scores of public automobiles were engaged by joyous parties who saluted to the rural resorts, each to exchange a word, they were like in and embracing, in their seats. The ship had been there a year long, and many of the men were hunting former sweethearts. They found that very difficult, as they had not accurate descriptions.

"A native named Atupu," they had no aid

among the girls they interrogated.

"Why bother with someone who may be dead when we are here?" they asked. And Juan listened to the sirens and rested content.

At Lovaina's there were seventy to dinner. Captain and officers were chided by jolly waiters and plain sailors. The veranda was jammed with tables, corks hitting the ceiling, glasses clinking, and Spanish, French, English, and Tahitian confused in the chatter and the shouts of To Sen, Hon Son, the maids, and a dozen friends of the hostess who always came at such times to share the glory of the service.

Lovaina was at the serving-table with volunteers cutting cakes and taking the money. The parlor, with its red and blue plush chairs was filled with Argentinians playing the piano and singing songs of their country. Suddenly Lovaina discovered that someone had stolen the album of portraits from the piano. These were of her family, and of notable visitors who had written grateful notes after their return home, and sent their pictures to her. Professor Loti, teacher of English aboard the Sarmiento, was asked to find the thief, and he promised that he would have the ship searched.

Lovaina, lamented her loss, but counted her sovereign charge. The Argentinians had English gold, and Lovaina passed the shining, new pieces from one hand to the other, enjoying their glitter and sound. She liked to play with coins, and often carried them in a bag in the blackbird-pie melody.

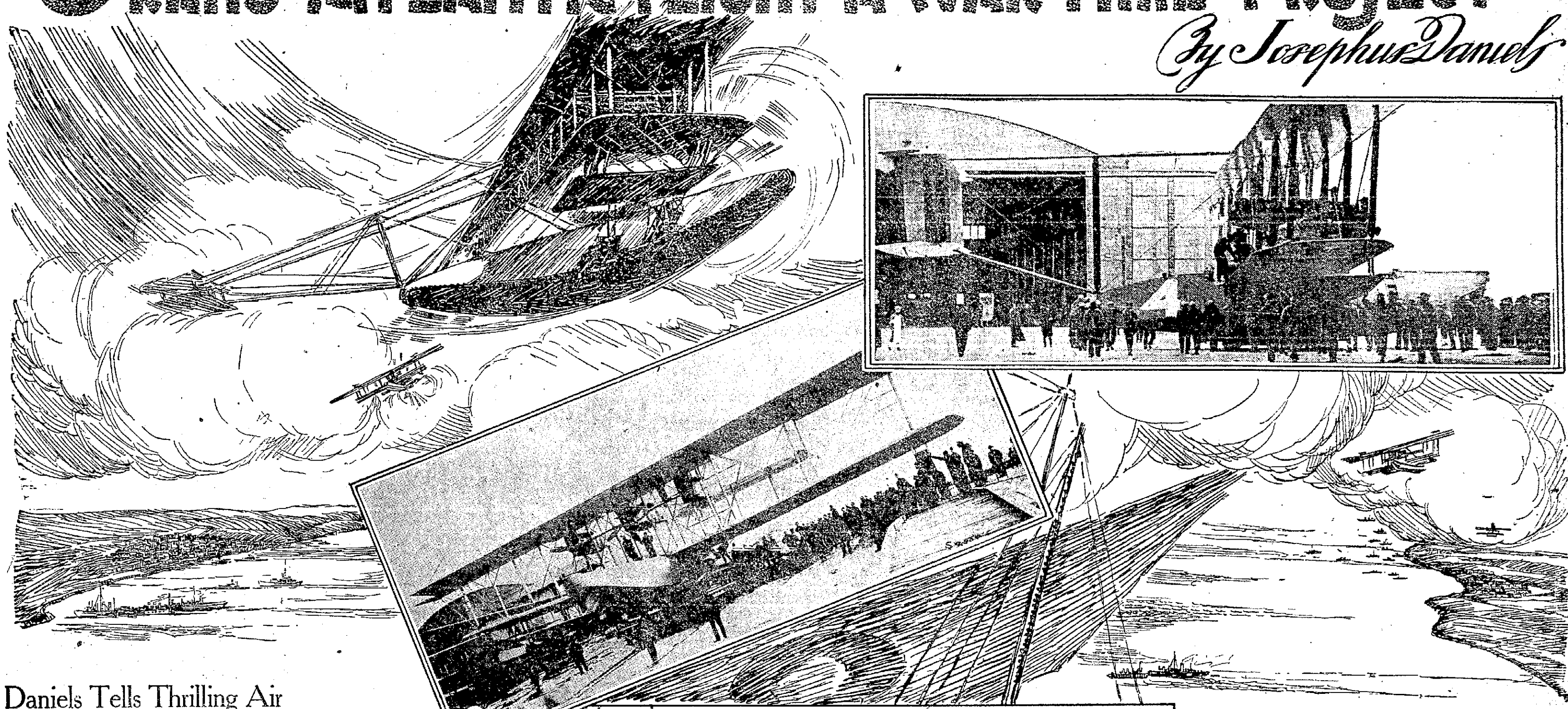
"My God!" said Lovaina, as she pulled me down to her bench and rubbed my back. "That Argentina is good country! Forty dollars line squash by himself." She opened her purse, and poured out more gold. "I find that on the floor two days ago," said Lovaina, "and I put it in your pocket. Argentina come in new day. I don't know, but that thing is good to me. See those bottle champagne goin' in?"

Perhaps I shall carry longer than any other memory of Tahiti that of the endearing nature, the honest



# TRANS-ATLANTIC FLIGHT A WAR-TIME PROJECT

By Josephus Daniels



## Daniels Tells Thrilling Air Fights of First U. S. Naval Ace

### Chapter XXIII

FEW people realized when they read the story of the NC-4's flight from Rockaway, L. I., to Plymouth, England, in the spring of 1919, that the preparations for that remarkable voyage and record-smashing achievement had been begun in September, 1917.

Admiral David W. Taylor, chief constructor of the navy, of course frequently discussed with me problems relating to aviation. One day in September of our first war year he sent for Naval Constructors Westervelt and Hunsacker.

"I want a plane designed that will cross the Atlantic," he told them, as quietly as though he were ordering poached eggs for breakfast. They realized what a task he had imposed, but set about it immediately. The undertaking aroused my warmest enthusiasm. It was a big project, exceeding the most ambitious efforts of any other nation.

The first aircraft was designed to work at once. By the end of 1917 all the main elements of the design had been formulated, and early in 1918 the work of construction was begun. The NC-1 was completed by the first of October and the first flight followed three days later. On November 7, just before the armistice, she flew to Washington, where she was inspected by the navy. Then she went on to Hampton Roads, and returned to Rockaway. Six months later the NC-4 fulfilled her promise, by making the first leap across the Atlantic. You will note that this was a war-time project, conceived in war time and worked out in war time. Had the war lasted another year we would have been crossing from America to France by aeroplane, and dropping bombs on U-boats as we flew.

### RECORD IN AVIATION.

The aerial record of the navy is as full of occasion for pride and satisfaction as its purely aquatic record. The first aircraft forces of the United States to land in France were naval aviators. One group, sailing on the Neptune, landed on June 9, 1917, at Pauillac, the port from which Lafayette sailed for America to join the struggling colonists in their war for independence.

Another group, on the Jupiter, reached Saint Nazaire on June 9, sailing through the very waters in which John Paul Jones operated in the revolution.

The United States navy had forty-four aviation stations and units in Europe. Our naval aircraft made 5631 flights, covering a distance of 791,398 miles. They attacked forty-three submarines from the air, and were credited, according to the records of naval aviation, with sinking two, probably sinking two more and damaging several others.

The northern bombing group, in connection with the British royal air force, dropped more than 155,000 pounds of bombs on the U-boats based at Brugue, Zebruggue and Ostend and on the enemy airbases and air stations in Flanders.

On this side of the Atlantic we had twenty-four naval aviation units in operation, patrolling the coast from Nova Scotia to Florida. One unit guarded the Panama canal. Marine corps aviators guarded the Azores. Our patrol fliers in America covered 2,455,920 miles—nautical. Our advanced training flights totaled 10,849,840 nautical miles. The total naval aviation in America, Azores and Europe was more than 15,000,000 miles. Naval aviation grew during the war to a force of over 46,000. It was equipped with 1170 flying boats, 695 seaplanes, 282 land planes, 10 free balloons, 205 kite balloons and 15 dirigibles. Of this

Trans-Atlantic flier NC-4 was planned and designed for war service—Remarkable achievements of naval aviation—Naval aviators were first of American armed forces to reach France—More than 15,000,000 miles traveled by naval planes—Story of the first naval ace.

equipment 570 aircraft were sent abroad.

The long flights along the British, French and Italian coasts, the patrols far out to sea, the combats with enemy aircraft and submarines formed one of the most brilliant chapters of the war. A volume would be required to relate them all. I tell here only the story of the first naval ace, who may represent the courage, daring and efficiency of our aviators who wrote a new page in naval history.

The first naval "ace," Lieutenant David S. Ingalls, was attached to the northern bombing group in Flanders. While aircraft were arriving from the United States to equip this group, Ingalls was assigned to Royal Air Force Squadron No. 213, with whom he co-operated in bombing the German submarine bases.

Ingalls began his spectacular performances on the 11th of August, 1918, when in company with a British officer he shot down a two-seater machine in a running fight over the German lines. Zipping through the upper air at 120 miles an hour, by the skillful maneuvering of their planes the allied fliers were able to get in several bursts from their Lewis gun on the tail of the Germans, whose machine crumpled up, burst into flames and fell to earth. Ingalls' machine did not escape without its share of punctures, but luckily nothing was damaged which interfered with the functioning of the motors and the wings held until the return to the squadron airbase.

### SWOOPED ON AIRDROME.

On the night of August 13, 1918, Ingalls flew over the German airbase at Varsenaere, and dropping to a point, where his plane nearly touched the ground, sprayed 450 rounds from his machine gun into the wondering Germans, who were making desperate efforts to get him with their "archies." Swinging in wide circles, he again swooped down on the hangars and let loose four bombs in the midst of things, putting out searchlights, scattering Germans and musing things up generally.

On September 15 he repeated at the German airbase at Uytkerke the stunt he worked at Varsenaere. Flying low, he rushed out of the clouds upon the German hangars and fired 400 rounds from his "Lewis" into the light canvas structures, and with the upward swing of his plane he cut free four bombs upon the Fokkers brought on the field below.

### BROUGHT DOWN RUMPLER.

On this raid Ingalls was the leader of a formation of five in a wing of twenty Camels, and on the return from Uytkerke, he sighted an enemy two-seater Rumpier flying west from Ostend at an altitude of 5000 feet. Ingalls and Lieutenant H. C. Smith of the British air force turned out of formation, swung in over the shore and attacked. The Rumpier burned and dived toward Ostend, the Camels following. Firing 400 rounds from ranges of 50 to 200 yards they chased the enemy plane down to about 500 feet just off the Ostend pier, when the Rumpier went down out of control, burst into flames and crashed just off the beach.

On the 18th of September Ingalls

made one of the most spectacular flights on record. In company with two English pilots in Sopwith Camels, he sighted a kite balloon at about 3500 feet elevation near La Barriere. Crossing the coast line the Camels attacked, firing about ninety Buckingham tracers each.

### GERMAN STATION BURNED.

The Germans began to reel in the kite, the Camels following it down to about 500 feet altitude, when two observers were seen to jump with white parachutes. Ingalls gave the balloon another spraying with tracer bullets and it burst into flames.

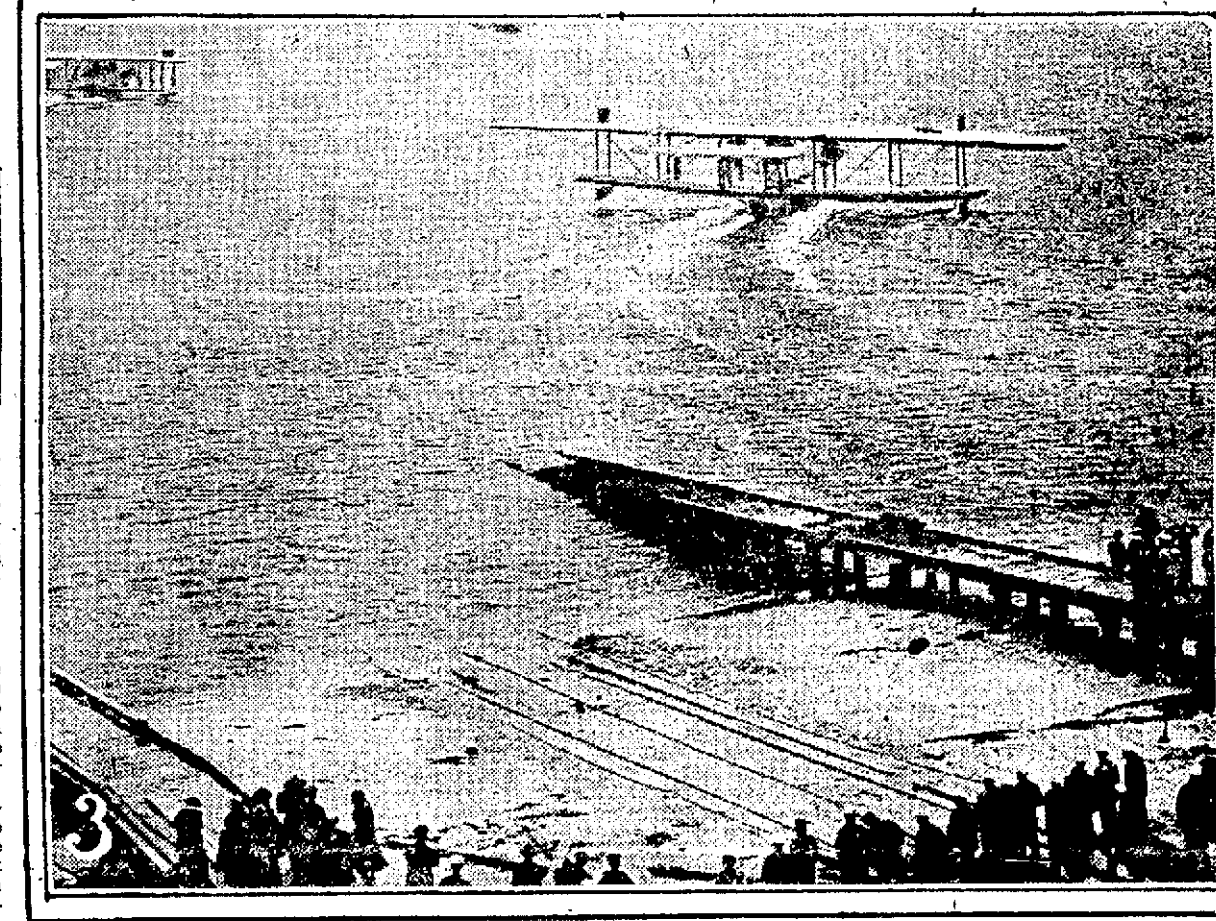
Three balloon hangars were observed at this station, and as the flaming balloon fell it landed on one of these hangars, which in an instant was ablaze. There was an explosion and the fire spread to the two remaining hangars, destroying the entire station, while the flames were visible as far as Newport. All the Camels were then heading for a number of wagons loaded with machine gun and anti-aircraft fire, but they reached their base in safety.

On September 22, Ingalls, who, in company with four other Camels, flew over Flanders, committing depredations on German hangars and ammunition trains, dropped four bombs on the German ammunition dump at Handezeame, and blew up a number of wagons loaded with shells. Later he flew over the ammunition dump at Wercken and landed four bombs on a large hut filled with explosives, setting it on fire. Swinging around over the railway station at Theurout, where the Germans had an enormous supply dump, he made two accurate hits.

On the way back, being the fourth trip for the day, Ingalls dropped four more bombs on a horse transport, and he and his companions got in enough good bursts from their machine guns to account for some twenty-five Germans and thirty-five horses. It was work of this kind that won for Ingalls his British distinction of being a flying ace.

During a test flight on September 24, Ingalls, in company with another Camel, sighted a two-seater Rumpier over Newport. Both Camels attacked, following the Rumpier very close. Ingalls and his mate setting in close, Ingalls and his mate setting in two bursts of 200 rounds at 100 yards range. Driving the enemy to a tailspin, Ingalls followed him down to 500 feet, when the Rumpier burst into flames and quickly crashed.

The daring and enterprise of this flier is well illustrated by these instances. But the best tribute that can be paid to the efficiency of naval aviation is the fact that during the last ten months of the war no surface craft convoy protected by American naval aircraft in the war zone was successfully attacked by enemy submarines.



## Daniels Tells of Britain's War Envoys to Washington Chapter XXIV

Two figures stand out with unforgettable distinction from the group of interesting trans-Atlantic personalities which visited us in the days immediately following our entrance into the war.

Taken singly each has an individuality which anywhere would command attention. Together they present as strong a contrast as one could well find in men of the same race.

Arthur James Balfour came first, at the head of the British high commissioners, who arrived in Washington on Sunday, April 22, 1917. Sixteen days after our declaration. Two months later came Lord Northcliffe.

It is of these two men in particular that I want to write in this article. They made a profound impression upon Washington, and they did much to promote the co-operation which was essential to the successful doing of the common task.

Of course both men were well known to us by reputation. Northcliffe had been in the United States before the war and had many acquaintances here.

Balfour we know as a statesman, a student, a philosopher. His fame was built upon his conspicuous service in government office and his scholarly and illuminating contributions to the discussion of some of the

most profound problems of human life.

Reference to a British "Who's Who" discloses the less generally known facts that he was an enthusiastic golfer and tennis player, and at one time president of the English Cyclists' Association.

And Balfour was a Cecil.

In Great Britain that meant much. Here it meant little, and one of the difficult things for us to understand was that Balfour, son of an ancient and aristocratic British family, nephew of Lord Salisbury and uncle of Lord Hugh and Robert Cecil, came to us as plain Arthur James Balfour, Esq., or Mr. A. J. Balfour, whereas Alfred Harmsworth, who began life without influence or wealth, came to us as Lord Northcliffe.

He called at my home on Sunday morning, after leaving the distinguished guests of America comfortably established in the capital, and that afternoon the whole city turned out to make a gala day of its welcome.

### "RELIGION IN WAR."

Sundays in wartime were apt to be quite unlike the Sundays with which a pious training had made us familiar in days of peace. I found during the war that, except for the church hour, it was imperative to vary from the long established custom of not working on the seventh day. Indeed, in planning, as well as in fighting, in the world war, as in most wars, history shows that the quiet of the Sabbath has seemed conducive to important conferences and bloody battles.

Why is this? I pass the query on, having no answer except that in a war for humanity, bottomed upon

Christian principles, I believe that the ex-in-the-ditch principle, rather than strict exclusion of all save church worship, is religion in war.

Admiral Fletcher in that Sunday morning conversation reported to me his impression of the members of the mission. He said Mr. Balfour and Admiral de Chair—the latter the naval member of the mission—talked freely, but seemed to be deeply serious. It did not depress, by the gravity of the situation. They expressed confidence of ultimate victory for the Allies, but regarded the German submarine warfare as most dangerous and thought there would be a terrible and probably a long struggle before victory. Admiral Fletcher and Admiral de Chair were old acquaintances and there had been no reserve between them.

### IN DOUBLE CHARACTER.

And so, with the background furnished by the admirals' report, I went presently to meet these men who had come to extend to us the hand of comradeship in the great fight for civilization.

Of course Mr. Balfour, as I have said, was the outstanding figure. In the second year of the war he was the lord of the admiralty. He had been blamed for giving Jellicoe the high sea command. He had been praised for many successes of the British navy. Was he Balfour, the great philosopher, or was he, as some of the Irish called him, "bloody Balfour?" Was he a real Dr. Jekyll and Mr. Hyde?

If you had met him as I did on the Monday after his arrival, you would have been privileged to see his under partner at the White House, you could never suppose he was other than the rather aloof scholar and philosopher. He looked the student, not the administrator, certainly not a man with whom "bloody" could be associated bearing, but you felt that he could not harm a fly.

Balfour impressed me by his reserve power. He always seemed to be telling you only a little of what he knew. You felt his largeness of knowledge, his breadth of judgment, his clarity and his charity. He had learned so much he could not be dogmatic. It was hard to tell whether you liked him best when he

1—The NC-4, huge navy plane which made a name for itself in the trans-Atlantic flight.

2—The NC-1, first of the great naval aircraft engines of war which were planned to cross the Atlantic and bomb the German submarines and armies but which were not built in time for this program. They were employed instead in the great trans-Atlantic flight, which will live in history. This plane carried fifty men in its initial flight along the Atlantic coast. Later came the Azores flight. The NC boats were built by Glenn H. Curtiss on the plan of the "America," designed for Rodman Wanamaker and held up on account of the war.

3—Photo showing actual start of the flight of the NC planes across the Atlantic.

was talking or when he was listening. There was a certain charm in his drawing you out that made you feel and think that he was deeply interested in what you were saying; but when he was answering your inquiries his fund of information was so ready and was at home with the parliamentary accuracy that you understood his place of primacy when world leaders discussed big problems with him. Conditions in Egypt or India or Mesopotamia were as familiar to him as those in his own neighborhood.

### BALFOUR NOT AN OPTIMIST.

Of course I talked to him mostly about the navy and naval operations. His face and body told the weight of his impression of the members of the mission. He said Mr. Balfour and Admiral de Chair—the latter the naval member of the mission—talked freely, but seemed to be deeply serious. It did not depress, by the gravity of the situation. They expressed confidence of ultimate victory for the Allies, but regarded the German submarine warfare as most dangerous and thought there would be a terrible and probably a long struggle before victory. Admiral Fletcher and Admiral de Chair were old acquaintances and there had been no reserve between them.

I am writing of him now as he appeared in those dark days after years of difficult and baffling warfare. His tall form was bent as if with the burdens of the world. Every part of his face and body told the weight of responsibilities upon him. But there was a lift in his eye when he smiled that made you wish you could have known him when war's alarms did not make gravity sit like a mason upon his spirits.

A short time before he arrived I heard a story which I never doubted after talking with Mr. Balfour. The story was that an American journalist, visiting London, desired for his paper above all things an interview with Mr. Balfour, and framed some leading questions he wished to ask. At length an appointment was made by speaking of the deep interest in which the British official was carrying out of the many details and amazingly big transactions which full co-operation required.

### NORTHCLIFFE BLOWS IN.

And after Balfour came Northcliffe. The great British journalist arrived on June 11, or rather I should say blew in. If you were to enter a room already occupied by Balfour and Northcliffe, if there was a quiet fire burning and some books on philosophy or statecraft were on the table, you would feel it was Balfour's home. But if it were Northcliffe's, you would expect to see a typewriter pounding out a late "scoop" and books here and there showing that their contents were employed to give them as extracts to the world rather than for personal enjoyment.

In other words, Balfour looks like a dreamer. Northcliffe looks like a man of action. The truth is that they are both dreamers and they have both had large parts in translating their dreams into world progress.

I found Lord Northcliffe a bundle of energy and a mass of facts. He spoke of his fairly cozy familiarity with many people associated with quick action, behind which is lacking thoroughness of preparation and large knowledge. The career of Northcliffe refutes this popular misconception. His large grasp of the great problems enabled him to co-ordinate British efforts here in a way greatly to facilitate the supplies to the armies and the civilian population.

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(Continued Next Sunday)













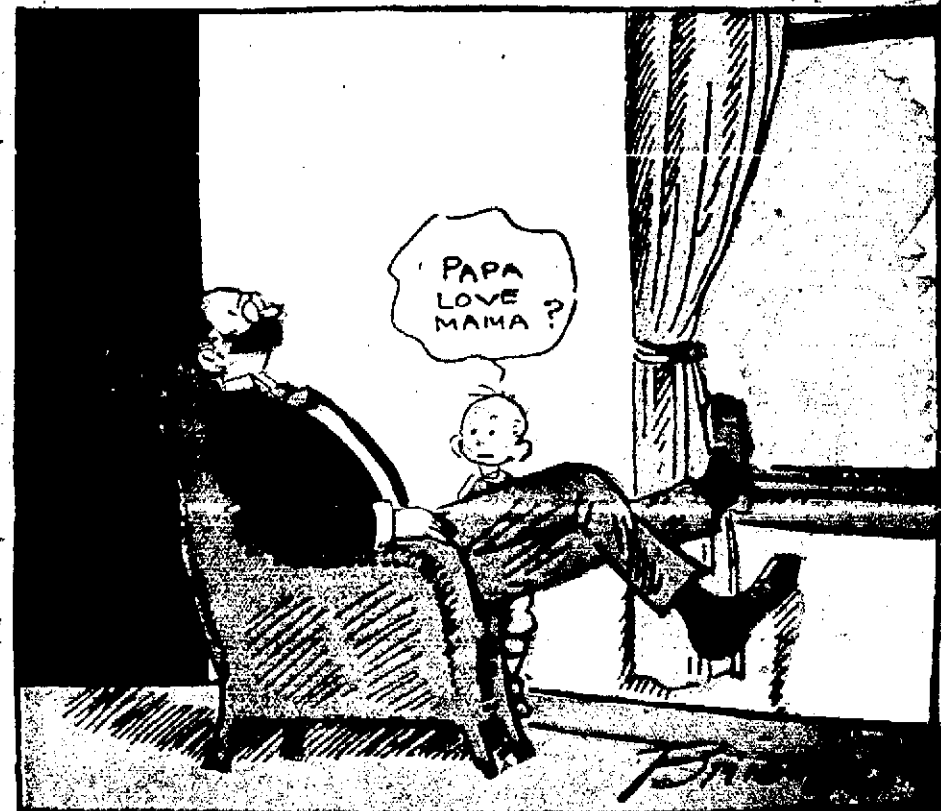
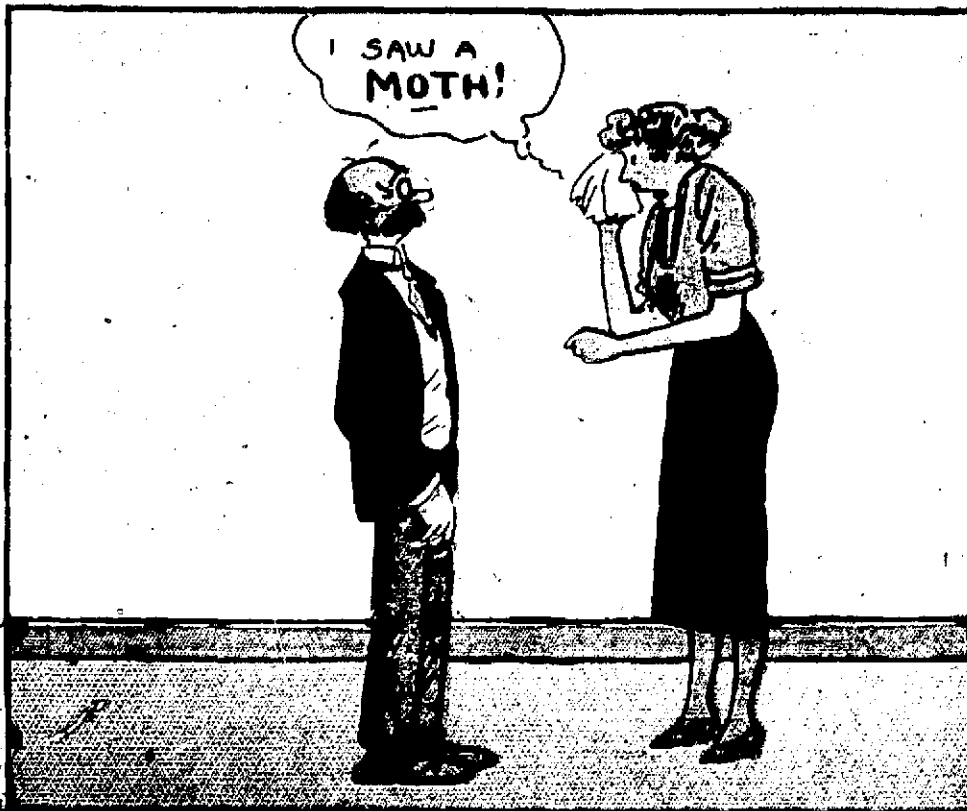
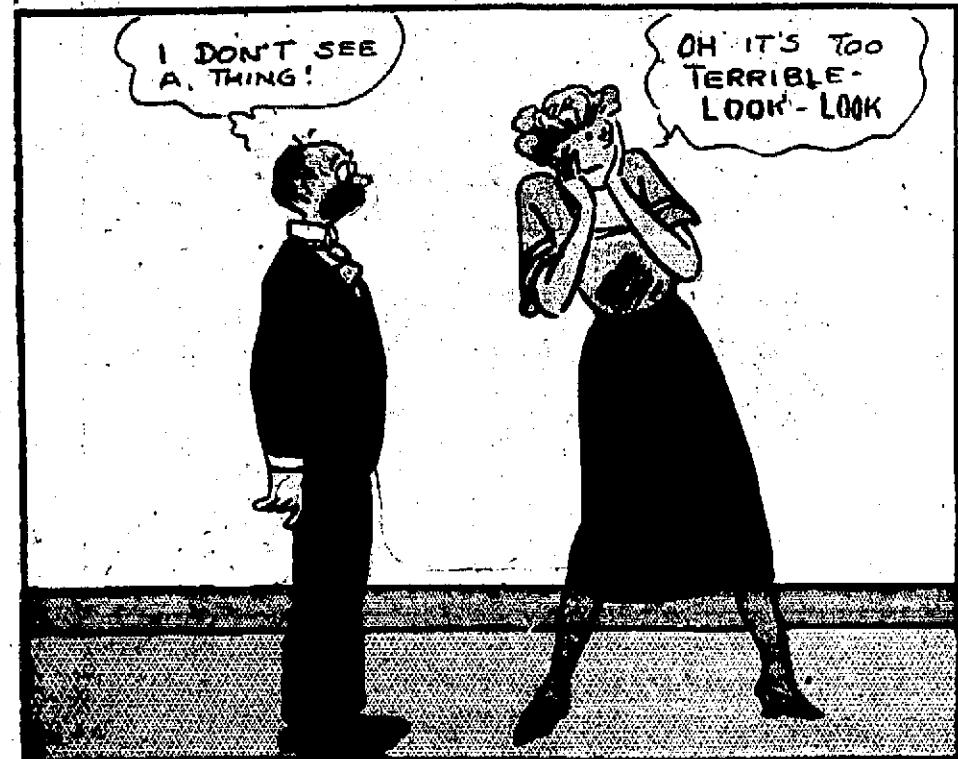
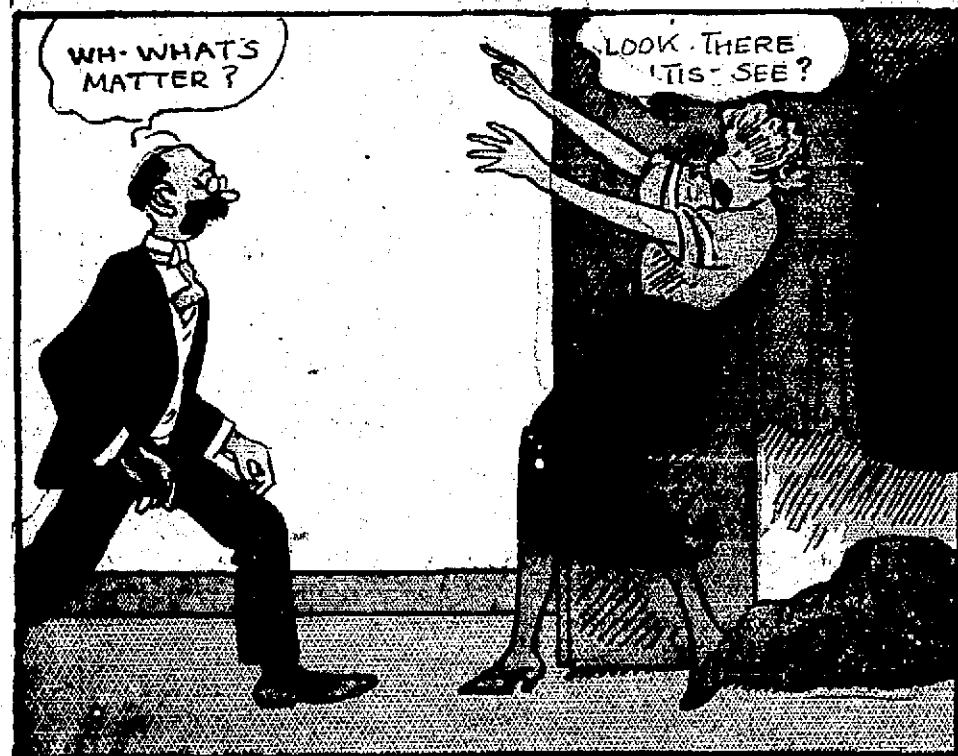
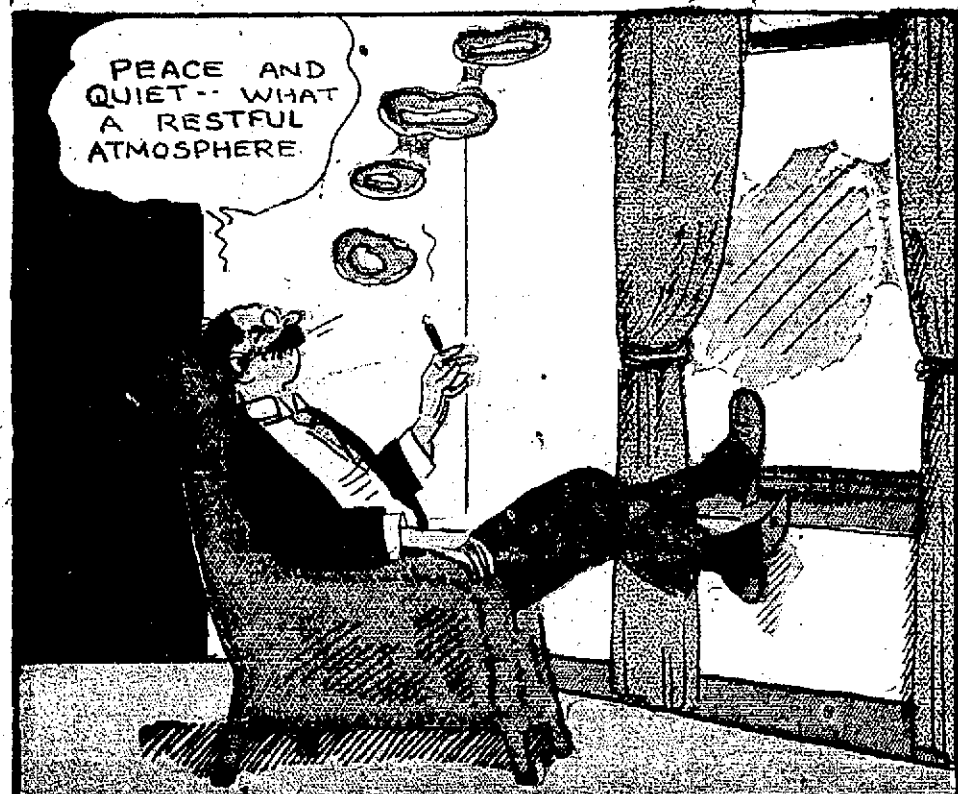




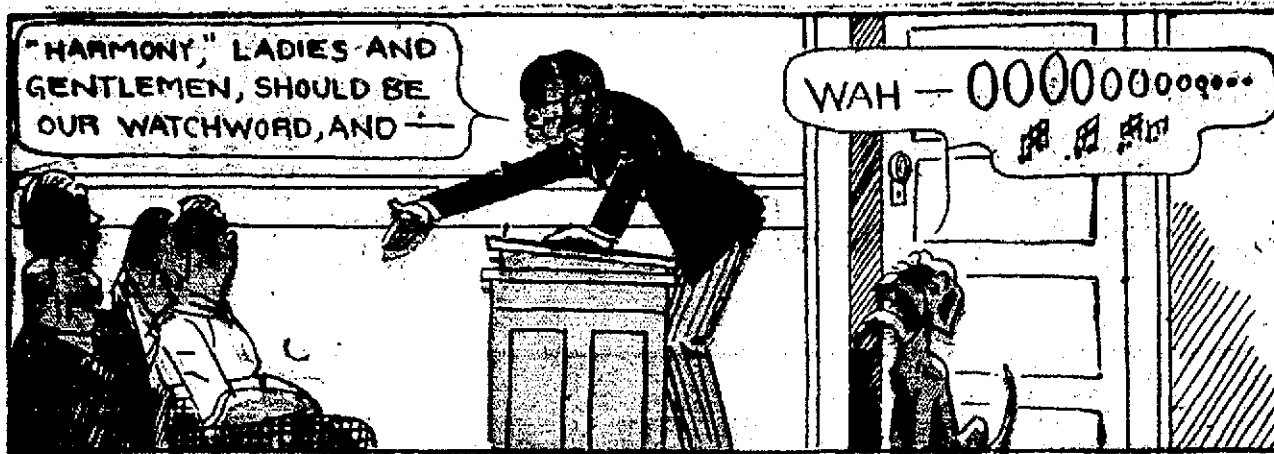
# Mr. and Mrs. -

By Briggs

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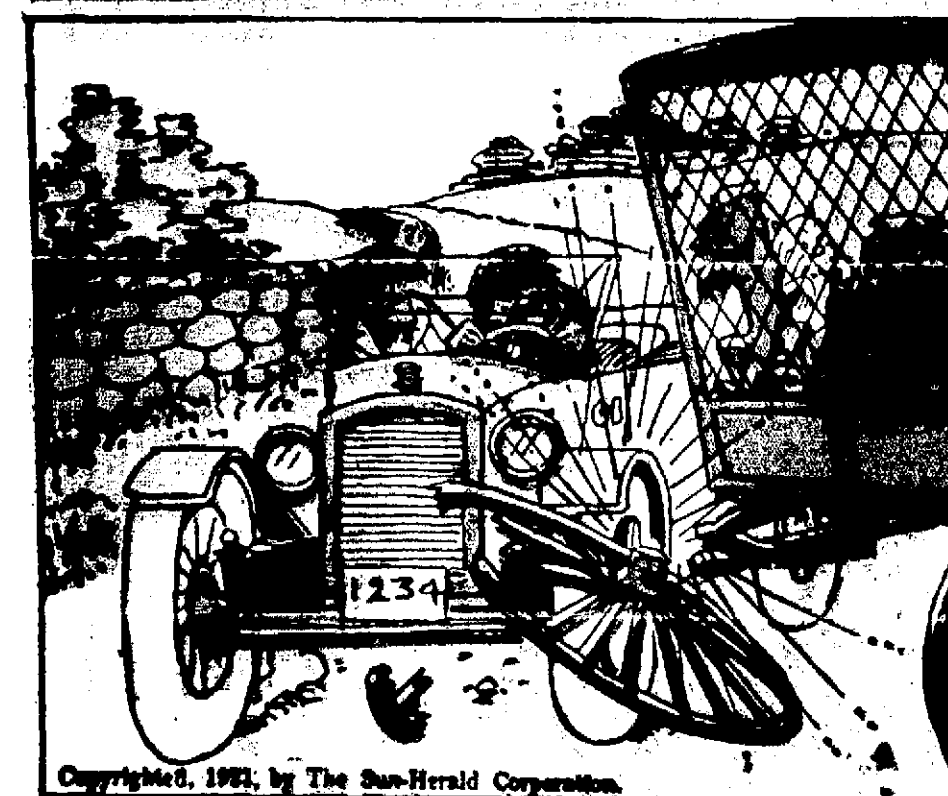
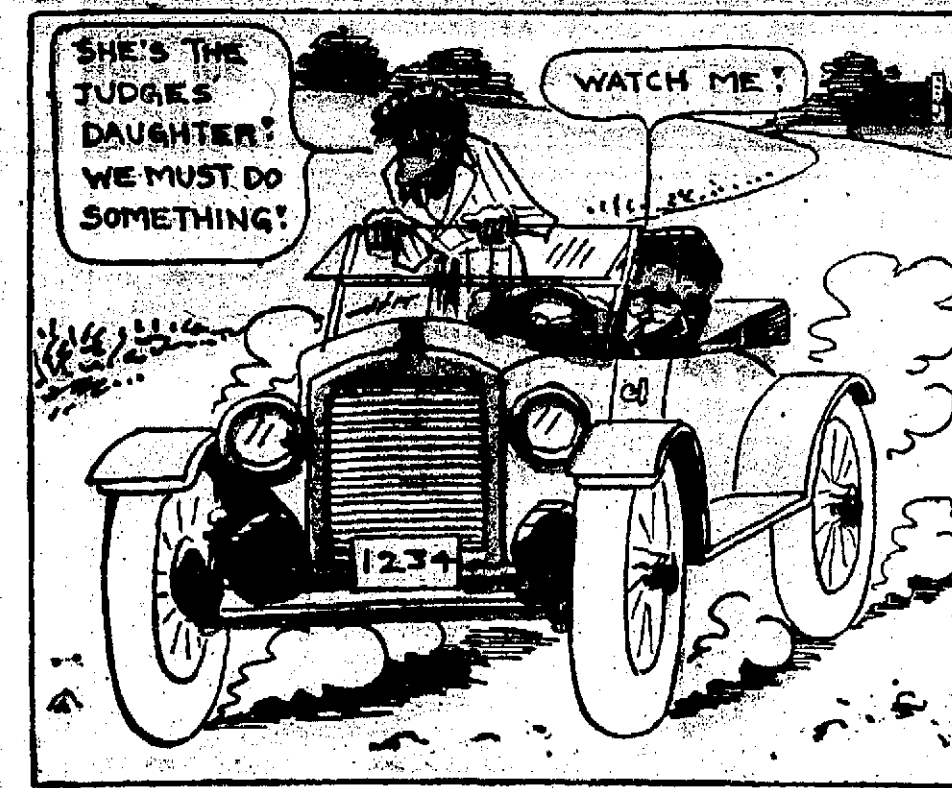
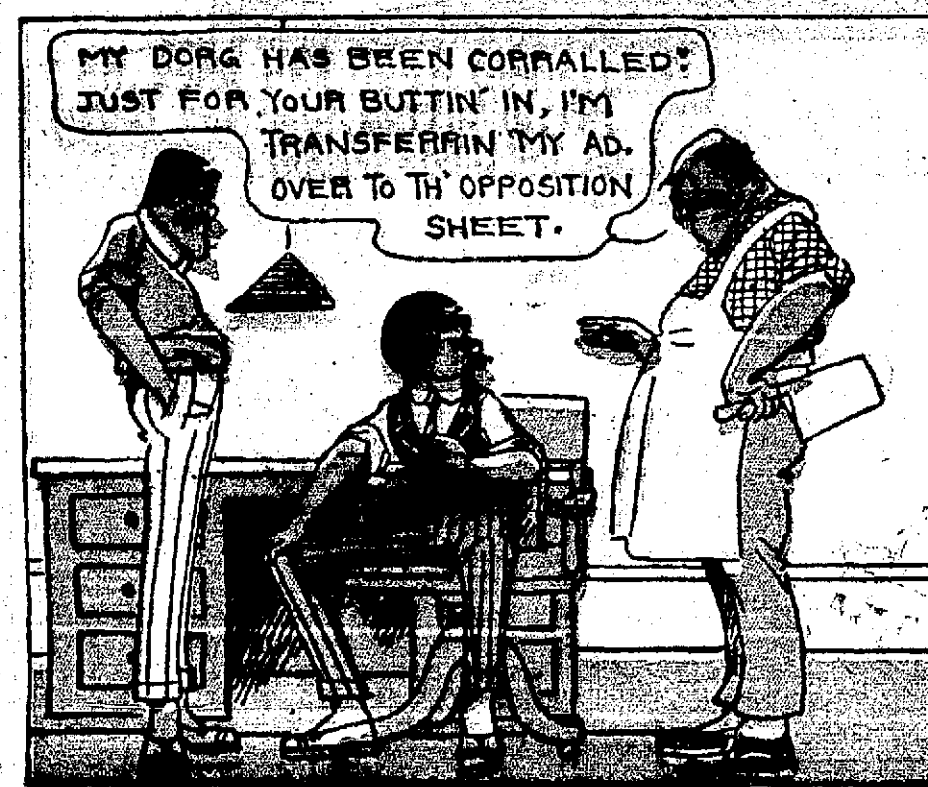
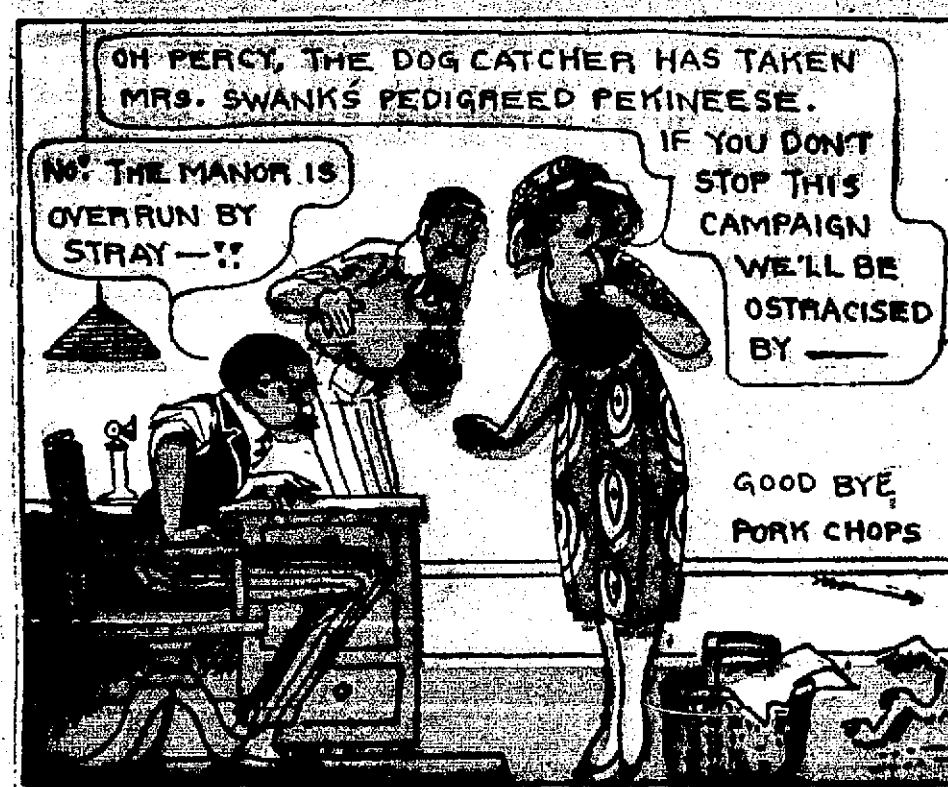
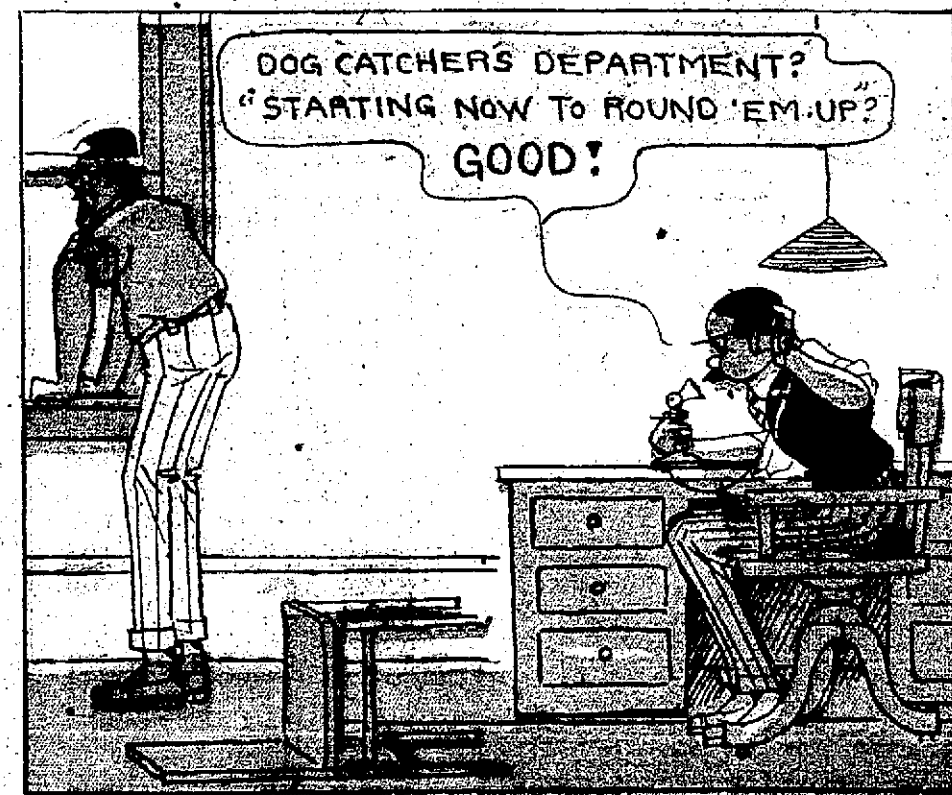




# PERCY and FERDIE

by H. A. MacOILL

## Harmony Is Better Than Reform







Queen  
of the  
Forest  
& Wild  
Flowers—  
by  
Helen  
Newboh-  
ner—

but if they got in, unless they pushed the button under the washbasin! No one knows that."

"I sure is right. Who disagree?" shouted the Captain.

No one disagreed, so he put the man in the van while John had a look into it. Jack pulled out the map and ran up the stairs to tell him he brought Jack a book full of pirate stories. Jack stood up in that night, to read the book, which was reading a very interesting story when he heard a gruff voice say:

"Come with me if you want to be a pirate."

And at that the man, who was a pirate, grabbed Jack and took him

map and run up the stairs to tell Jack. They pressed the button and escaped.

There around a table were pirates playing poker.

"You got him, did you?" said one of the pirates.

"Pretty tough looking kid."

to the island they saw a ship flying the Jolly Roger.

"Oh dad, is it pirates?" said the twins together.

"Yes," he muttered, and yelled: "Decks cleared for action!"

After a long fight the pirates boarded the "Murderer," the pirate ship.

"Why," said John, "It is the pirates that captured us."

They found some gold and two beautiful girls in the ship.

"Mr. Smith, I can't thank you enough for saving me. We would have been by now in the cannibal crew. They did that to all their captives. They were looking for you. My name is Joan and my sister's name is Jean. We are twins."

"Oh," cried Jack, "I don't want trouble, but after sailing part of the crew mutilated at night and stole the treasure. One of the sailors was

another.

"Let's get to work," said the pirate holding Jack.

He gave Jack a suit the same as the rest of the pirates, and gave him a kick.

Now the chief pirate whose name was Bill, had nine lives, but he lost seven already.

Jack was found around in a cave when he saw, locked up, very best friends, Bob, Mike & Roy.

That night Jack found the key to the lockup where his friends were. Then, knowing where the pirates' clothes were, he took three suits.

He opened the door and let his friends out. Then he gave them suits. As soon as they had the suits they started to try to find a home.

They walked and walked up they came to a harbor the pirates

808d and gagged and said they had  
had none. There was a ship that  
had been wrecked. They got on the  
shore and found the crew of the  
ship. They were all dead. They  
found the treasure. They found  
the pirates. Jack's crew ran  
the cabins and found as many  
swords and guns as they could.  
Bob, Mike and Roy went up  
to the pirates. They wanted to  
kill the pirates but the pirates  
threw them into the ocean. Then  
the pirates went down in the cabin  
to kill Jack, but every one was  
stabbed by Jack's sword. The last  
of them was Bill. Jack stabbed him  
with his sword twice, but it was not  
easy to kill him the third time.  
Jack took a gun that was on  
table and said, "Bang!"  
He had been asleep and  
fallen on the floor!

DONNA SAMPSON  
"FIREFLY."

ave and with some difficulty got in the passage. They came along and saw the pirates, and Jean and Joan. Jack got the police and they raided the place, killing the pirates and wounding two policemen.

The Smiths lived happily all the rest of their lives.

PEGGY.

DONNA SIMPSON,

413 Broadway Blvd., San Leandro.

HOW JACK KILLED BILL.

Once there lived a boy who was always reading. His name was Jack.

One night when his father came

Oakland, Calif.  
MY DREAM.


One dreamy summer afternoon  
While I lay on the grass  
There came to me a whisper  
As I watched the cloudlets p

It seemed to say to me,  
"Oh little child of earth,  
Come with me to fairyland,  
A place of joy and mirth."

Then suddenly I felt myself  
(So floating on the breeze,  
Far above the mountains,  
Rivers and blue, blue seas.

Borne by swiftest hands unseen,  
Into far distant lands  
Where the ocean plays a melody,  
Upon the golden sands.

There forever bloom the flowers  
The birds sing all the while,  
And upon each tiny buglet's face  
Is borne a tiny smile.




The children dance and sing,  
The liveliest day  
And romp among the flowers,  
While the bees and butterflies  
humming in the flowers.

Many years have passed since I  
Was once a little child,  
But often on some summer day,  
My thoughts drift far away,

Back to that enchanted shore,  
Where the little buglets smiled,  
"THERE!"

ELLA BODELL.



732 Seventh St., Oakland.  
**The Busy House Wife.**  
 Oh you that are looking for gin  
 and pep  
 And forever singing that want  
 song,  
 I wish you'd follow the poor ho  
 wife's step  
 And look at the things she d  
 all day long.

To watch the hills pile in  
Of lights, gas and rent.  
And to wonder which way  
The money's best to be spent.

The Installment plan furniture man  
Has just left from there.  
And if you look close  
You'll see he's cross as a bear.

Then comes the grocer and laund-  
man, too.  
While the butcher and milk-  
man complain.

And if you had half 'this settin'  
to do,  
You'd want no more pep or gin  
again.

And there is the housework.  
It's got to be done,  
For to mend, cook and iron.  
Are surely no fun.

ELLA BODEN



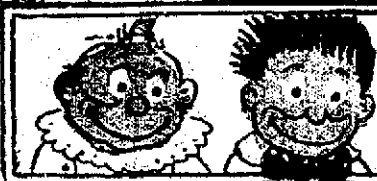
"NANCY" by  
Dixie-Robertson

JANET CHASE  
ST.









# THE KATZIES

No Circus Was as Much Fun as This.

